MAY 2025

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN

DRAFT
ENVIRONMENTAL IMPACT REPORT

SUBMITTED BY

Michael Baker INTERNATIONAL

LEAD AGENCY

CITY OF LANCASTER

DRAFT
ENVIRONMENTAL IMPACT REPORT

Westside Annexation and North Lancaster Industrial Specific Plan Project

SCH NO. 2024081372

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DRAFT EIR AND APPENDICES

The Notice of Availability (NOA), Draft EIR, and Appendices are available for public review on the City's website:

https://www.cityoflancasterca.org/our-city/departments-services/development-services/planning/environmental-review/environmental-impact-reports-eirs

In addition to the City's website, these documents are also available for review on the Office of Planning and Research's (OPR) CEQAnet Online Database, under State Clearinghouse No. 2024081372:

https://ceqanet.opr.ca.gov/

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The Antelope Valley is located in the northern portion of the County of Los Angeles, in the geographic sub-region of the western tip of the Mojave Desert and is situated between the Tehachapi, Sierra Pelona, and San Gabriel Mountains; refer to Exhibit 1-1, *Regional Vicinity*. On a regional basis, the area is accessible via State Route 14 (SR-14) and State Route 138 (SR-138).

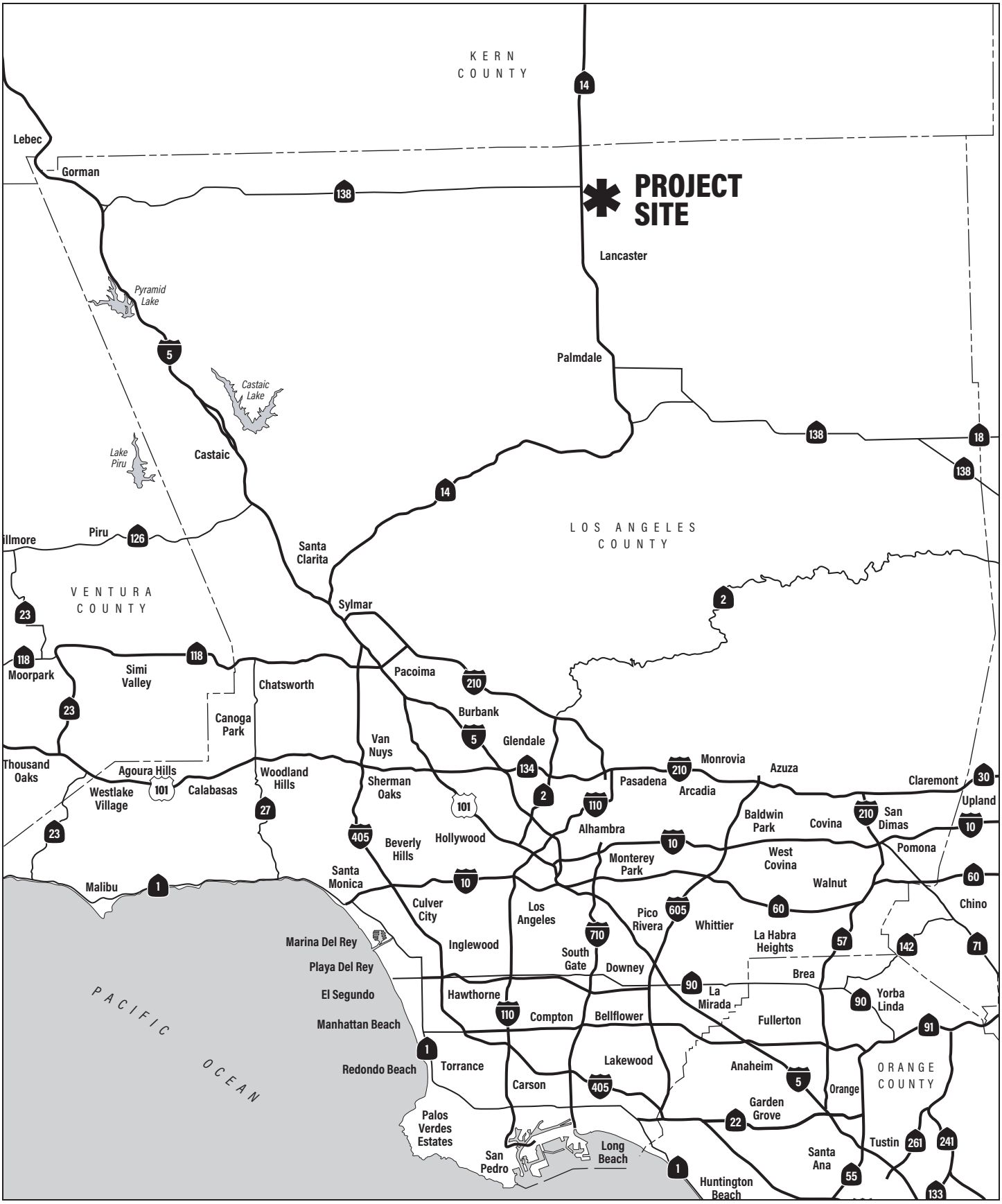
As shown on Exhibit 1-2, *Project Site Boundaries*, the project site encompasses an approximately 7,153-acre area in the Antelope Valley portion of unincorporated Los Angeles County. The site is generally bound by Avenue B to the north, Sierra Highway and Edwards Air Force Base to the east, Avenue G to the south, and 30th Street West to the west. SR-14, Sierra Highway, 10th Street West, and 20th Street West transect the site in a north-south direction. Unincorporated Los Angeles County surrounds the project site to the north, east, and west. The City of Lancaster (City) is located to the south and west of the site.

1.2 PROJECT SUMMARY

As shown on Exhibit 1-2, the proposed project involves two components: 1) annexation of the project site comprising of (7,153-acrea area) from unincorporated Los Angeles County into the City of Lancaster jurisdiction and 2) adoption of the proposed North Lancaster Industrial Specific Plan (NLISP; Specific Plan) (1,860-acrea area) which would allow up to approximately 38,530,998 (sf) of industrial development. The annexation area is generally bound by Avenue B to the north, Sierra Highway and Edwards Air Force Base to the east, Avenue G to the south, and 30th Street West to the west. SR-14, Sierra Highway, 10th Street West, and 20th Street West transect the site in a north-south direction. The Specific Plan area is bounded by Avenue D to the north, Sierra Highway to the east, Avenue F-8 to the south, and 20th Street West to the west.

Much of the project site is vacant and undeveloped with scattered rural residences, mobile home parks, and industrial uses. The Lancaster Water Reclamation Plant is in the northern portion of the site. As stated, the entire project site is in unincorporated Los Angeles County. According to the *Los Angeles County Department of Regional Planning GIS-NET Public*, the site is designated: Rural Land 10 (RL10), Rural Land 20 (RL20), Rural Land 2 (RL2), Public and Semi-Public (P), Residential 5 (H5), Mixed-Use – Rural (M-UR), and Light Industrial (IL).[1] Additionally, the site is zoned Heavy Agricultural (A-2-2), Residential Agricultural (R-A), Light Manufacturing (M-1), and Rural Mixed Use Development (MXD-RU).[2]

[1] County of Los Angeles, *Los Angeles County Department of Regional Planning GIS-NET Public*, https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed September 3, 2024.
[2] Ibid.



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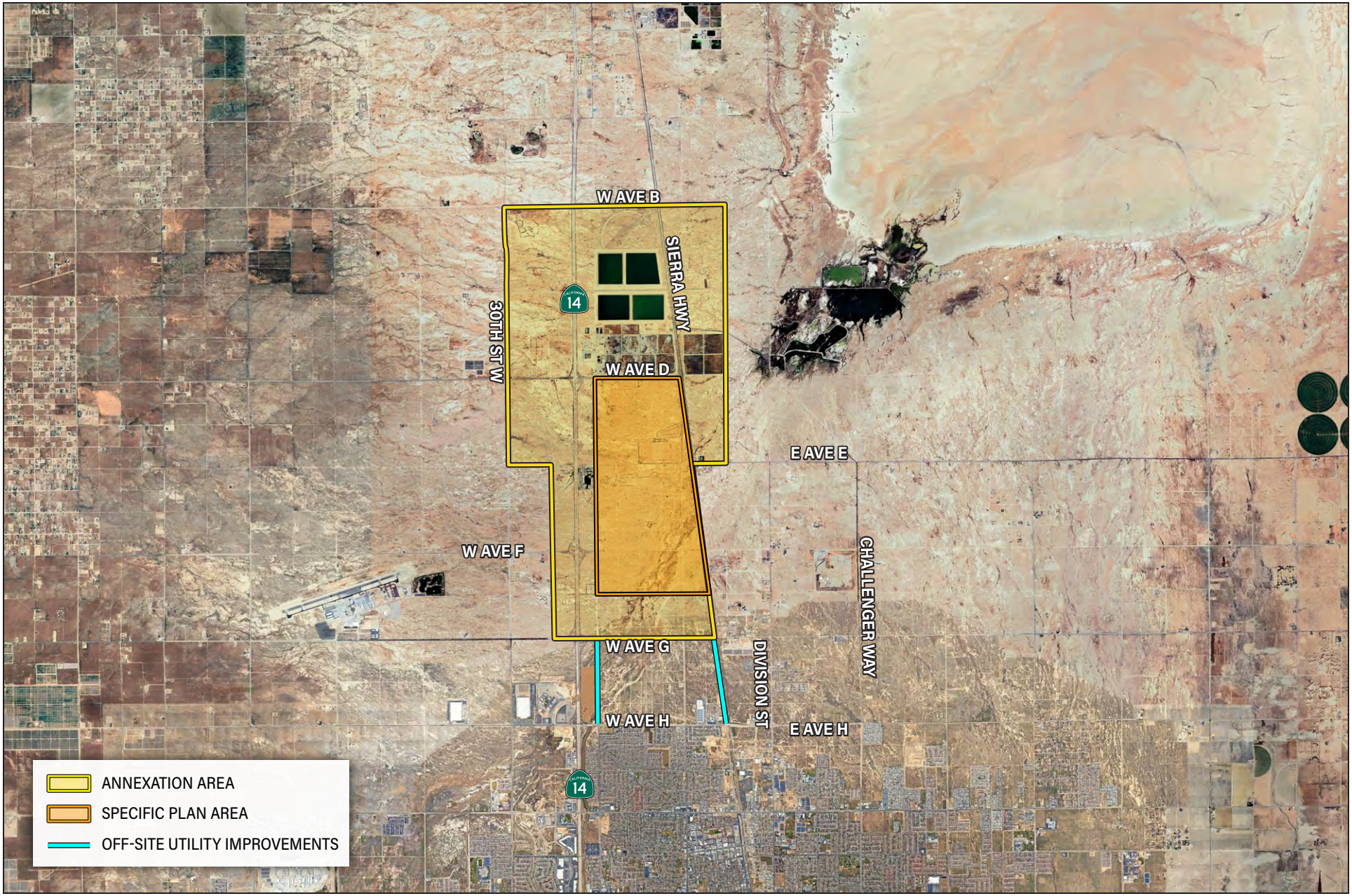
Regional Vicinity

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Exhibit 1-1



Source: Google Earth Pro, March 2025

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Project Site Boundaries

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Exhibit 1-2

According to the *City of Lancaster General Plan 2030* (General Plan) *Land Use Map* (General Plan Land Use Map), the project site is located in the City's Sphere of Influence (SOI) and is designated Non-Urban Residential (NU), Heavy Industrial (HI), Specific Plan (SP), and Multi-Residential (MR-1).[3] The City does not currently identify any zoning for the project site given that the site is outside of the City's jurisdiction.[4]

1.2.1 ANNEXATION

The proposed project includes the annexation of approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. The annexation would be subject to the Los Angeles County Local Agency Formation Commission (LAFCO) annexation process.

A General Plan Amendment would be required to amend the General Plan Land Use Map to reflect annexation of the project site and application of the proposed land use designations, including NU, Mixed Use (MU), Light Industrial (LI), Public (P), MR1, and SP; refer to Exhibit 1-3, *Proposed General Plan and Zoning*. Potential buildout of the annexation area (excluding the Specific Plan area) would result in up to 15,594,480 sf of nonresidential development and 1,837 dwelling units.

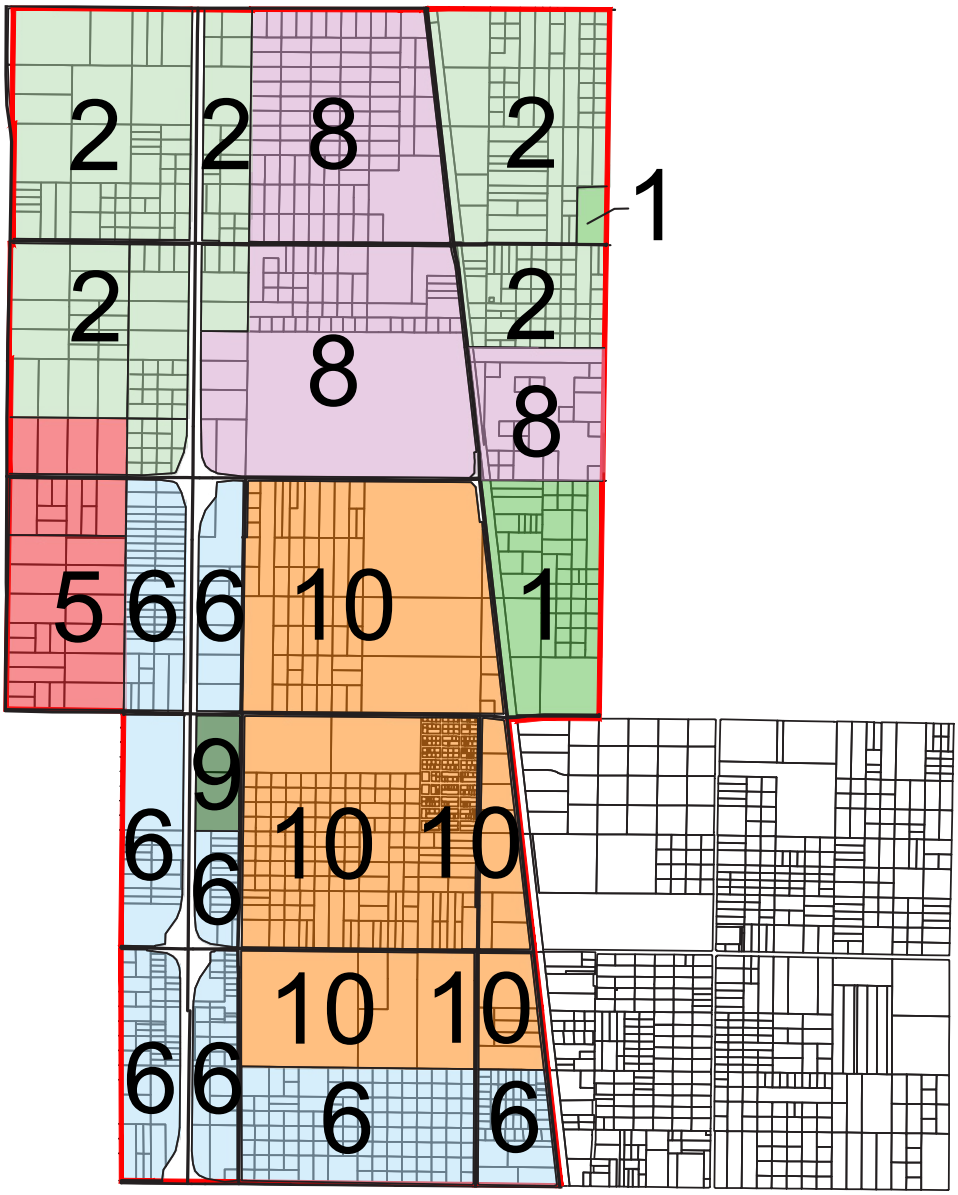
1.2.2 SPECIFIC PLAN

The proposed Specific Plan area would be pre-zoned Specific Plan (SP) to allow for implementation of the proposed North Lancaster Industrial Specific Plan (NLISP) while the remainder of the annexation area would be pre-zoned a mix of zoning designations, including Rural Residential 2.5 (RR-2.5), Mixed Use-Employment (MU-E), LI, P, Mobile Home Park (MHP), and SP. The proposed Specific Plan area would encompass approximately 1,860 acres in the central portion of the annexation area; refer to Exhibit 1-3.

The NLISP allows two land use types within eight planning areas: LI and HI. Exhibit 1-4, *Conceptual Land Use Plan*, depicts the physical arrangement of the planning areas and land use designations and the major roadways within and abutting the NLISP area. The maximum amount of total building area permitted in the Specific Plan area is 38,530,998 sf. Within Planning Areas 2, 4, 6, 7, and 8, the project consists of the construction of approximately 11.3 million sf of industrial warehouse buildings and associated site improvements. These buildings are anticipated to be constructed over a five-year duration.

[3] City of Lancaster, *City of Lancaster General Plan Land Use Map*, https://www.cityoflancasterca.org/home/showpublisheddocument/9333/635944339787900000, July 14, 2009.

[4] City of Lancaster, *City of Lancaster Zoning Map*, https://www.cityoflancasterca.org/home/showpublisheddocument/12653/638399540671430000, adopted July 13, 2010, revised December 22, 2023.



LAND USE		LANCASTER GP DESIGNATIONS		LANCASTER ZONING DESIGNATIONS	
1	314 Acres	NU	(NON-URBAN RESIDENTIAL 1 DU/2.5 AC. TO 2 DU/AC.	RR-2.5	(RURAL RESIDENTIAL 2.5, 1 DU/ 100,000 SF)
2	1,760 Acres	NU	(NON-URBAN RESIDENTIAL 1 DU/2.5 AC. TO 2 DU/AC.	RR-2.5	(RURAL RESIDENTIAL 2.5, 1 DU/ 100,000 SF)
5	408 Acres	MU	(MIXED USE) 21 DU/AC., 1.0 FAR RETAIL, OFFICE, SERVICE USES	MU-E	(MIXED USE-EMPLOYMENT)
6	1,330 Acres	LI	LIGHT INDUSTRY	LI	LIGHT INDUSTRY
8	1,415 Acres	P	PUBLIC USES	P	PUBLIC USES
9	70 Acres	MR1	MULTIPLE FAMILY RESIDENTIAL	MHP	MOBILE HOME PARK
10	1,864 Acres	SP	SPECIFIC PLAN	SP	SPECIFIC PLAN

Source: T&B Planning, 2025

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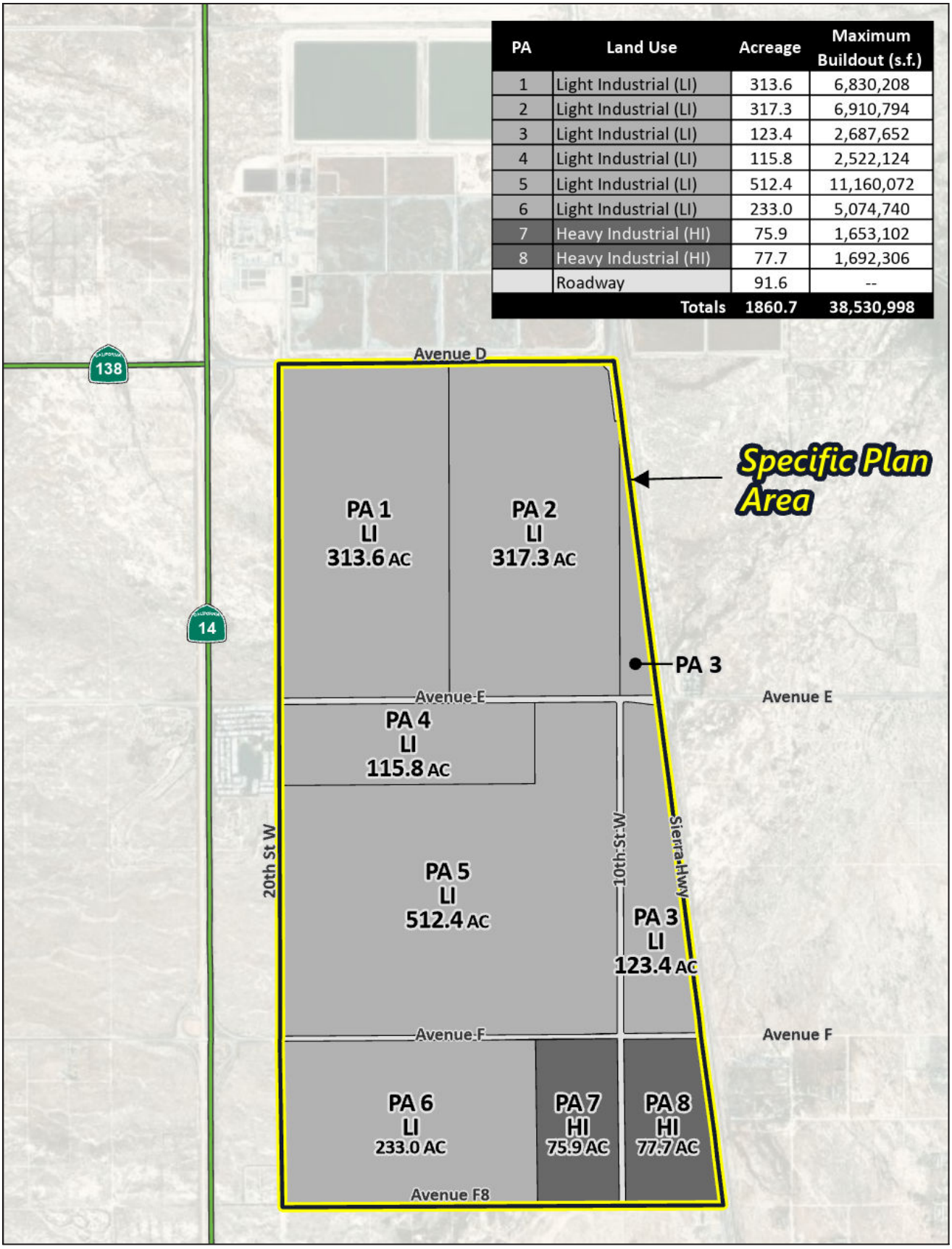
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ENVIRONMENTAL IMPACT REPORT

Proposed General Plan and Zoning

Exhibit 1-3



PA	Land Use	Acreage	Maximum Buildout (s.f.)
1	Light Industrial (LI)	313.6	6,830,208
2	Light Industrial (LI)	317.3	6,910,794
3	Light Industrial (LI)	123.4	2,687,652
4	Light Industrial (LI)	115.8	2,522,124
5	Light Industrial (LI)	512.4	11,160,072
6	Light Industrial (LI)	233.0	5,074,740
7	Heavy Industrial (HI)	75.9	1,653,102
8	Heavy Industrial (HI)	77.7	1,692,306
	Roadway	91.6	--
	Totals	**1860.7**	**38,530,998**

Source: T&B Planning, 2025

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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Conceptual Land Use Plan

Exhibit 1-4

Planning Areas 1 through 6 are designated for LI uses and cover approximately 1,615.5 acres. Planning Areas 1 through 6 cover a majority of the Specific Plan area. Up to 35,185,592 sf of building floor area is permitted with a maximum floor area ratio (FAR) of 0.5. The LI uses are envisioned to contain a range of manufacturing, warehousing and distribution, fulfillment center, parcel hub, indoor and outdoor storage, food manufacturing, repair shops, office, community facilities, commercial, and other similar activities or uses.

Planning Areas 7 and 8 are designated HI uses and cover approximately 153.0 acres located in the southeastern portion of the Specific Plan area. Up to 3,345,408 sf of building floor area is permitted in Planning Areas 7 and 8 with a maximum FAR of 0.5. The HI uses are envisioned to provide a range of medium to high intensity industrial uses such as manufacturing, assembly, research and development, parcel hub, truck terminal, equipment repair, warehousing and distribution, and outdoor storage and stacking.

1.3 PROJECT GOALS AND OBJECTIVES

Pursuant to Section 15124(b) of the *CEQA Guidelines*, the EIR project description must include "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below:

1. Encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses.

2. Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development.

3. Implement *City of Lancaster General Plan* policies and objectives relevant to the project and proposed industrial development.

4. Expand economic development and facilitate job creation in the City by establishing a new industrial development area.

5. Attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment.

6. Provide for uses that generate tax revenue for the City, including, but not limited to, increased property tax, in order to support the City's ongoing municipal operations.

7. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.

8. Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in

competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.

9. Guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area.

10. Ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.

1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 5.0, *Environmental Analysis*, of this EIR. Refer to the appropriate EIR Section for detailed information.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.1	**Land Use and Planning**		
	LU-1: Project implementation could conflict with applicable General Plan policies.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	LU-2: Project implementation could conflict with Lancaster Municipal Code standards or regulations.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	LU-3: Project implementation could conflict with SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy goals.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	LU-4: Project implementation could conflict with applicable General William J. Fox Airfield Land Use Compatibility Plan policies.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	LU-5: Project implementation could conflict with the Attorney General's Best Practices for Warehouse Projects.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, could conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	Less Than Significant Impact.
5.2	**Aesthetics/Light and Glare**		
	AES-1: Project implementation could have a substantial adverse impact on a scenic vista.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	AES-2: Project implementation could substantially degrade the existing visual character or quality of public views of the site and its surroundings in non-urbanized areas and could conflict with applicable zoning and other regulations governing scenic quality.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	AES-3: Project implementation could create new sources of light and glare, which could adversely affect day or nighttime views.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project, combined with other cumulative projects, could result in significant impacts to scenic vistas.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project, combined with other cumulative projects, could substantially degrade the existing visual character or quality of public views in non-urbanized areas.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project, combined with other cumulative projects, could create a new source of substantial light or glare, which could adversely affect day or nighttime views in the City.	No mitigation measures are required.	Less Than Significant Impact.
5.3	**Agriculture and Forestry Resources**		
	AG-1: Project implementation could potentially conflict with existing zoning for agricultural use, or a Williamson Act Contract or involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could conflict with existing zoning for agricultural use, or a Williamson Act Contract or involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use	No mitigation measures are required.	Less Than Significant Impact
5.4	**Biological Resources**		
	BIO-1: The proposed project could potentially result in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	**Annexation Area and Specific Plan Area:** BIO-1 Prior to construction, and during the appropriate blooming periods for special-status plant species with the potential to occur within the project site, qualified botanists shall conduct focused rare plant surveys following the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS) and/or California Native Plant Society survey guidelines to determine presence or absence of special-status plant species. The surveys shall be floristic in nature (i.e., identifying all plant species to the taxonomic level necessary to determine rarity) and include site visits covering the blooming period of special-status plant species with potential to occur within the project site. Should western Joshua tree (*Yucca brevifolia*) be identified and unavoidable impacts to the species anticipated, a census report providing count, size class, and photos of on-site western Joshua tree,	Less Than Significant Impact With Mitigation Incorporated.

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		and avoidance and minimization strategies shall be prepared to initiate coordination with CDFW regarding the requirement for a Western Joshua Tree Incidental Take Permit (ITP). An ITP would be obtained pursuant to Section 2081 of the California Fish and Game Code or the Western Joshua Tree Conservation Act. Although not expected, if State- and/or federally listed plant species are identified within the project site and avoidance is not feasible, consultation with the CDFW and/or USFWS, as applicable, regarding an ITP would be required prior to initiating any ground disturbance within the project site. BIO-2 A pre-construction burrowing owl clearance survey shall be conducted no more than 14 days prior to any vegetation removal or ground disturbing activities to avoid impacts to burrowing owls and/or occupied burrows. The pre-construction clearance survey shall be conducted by a qualified biologist and in accordance with the methods outlined in the *Staff Report on Burrowing Owl Mitigation*. Documentation of surveys and findings shall be submitted to the City of Lancaster for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance and minimization measures shall be required. If an active nest (i.e., occupied with eggs or fledglings) is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a "no-disturbance" buffer around the burrow location(s). The size of the "no-disturbance" buffer shall be determined in consultation with the City of Lancaster and be based on the proposed level of disturbance. If an occupied burrow is found within the development footprint, the qualified biologist shall prepare an Impact Assessment and Burrowing Owl Mitigation Plan in accordance with the California Department of Fish and Wildlife's (CDFW) Staff Report on Burrowing Owl Mitigation, if ground disturbance is contemplated to occur while the burrow is occupied. The project proponent shall contact CDFW to develop appropriate mitigation and management procedures and a final Burrowing Owl Mitigation Plan shall be submitted to the City of Lancaster and CDFW for review and approval prior to project activities. If burrowing owl presence is confirmed, the project proponent shall offset impacts by acquiring mitigation lands for the species. The potential	

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		mitigation land shall have the following: 1) have presence of burrowing owl; 2) replace the impacted burrowing owl habitat area at a minimum of 2:1 ratio to ensure no net loss of habitat; and 3) be of equivalent or greater habitat value than that of the project site. Prior to acquisition of potential mitigation land, the project proponent shall provide the City of Lancaster with the appropriate documentation for property eligibility. Requested documentation may include, but is not limited to, a biological report, preliminary title report, mineral risk assessment report, and Phase I Environmental Site Assessment report. Following the City of Lancaster's written approval of potential mitigation land, the project proponent shall protect the land in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands pursuant to Assembly Bill 1094. Recordation or the conservation easement shall occur prior to commencement of the project activities. An appropriate endowment, to be determined by the City of Lancaster, shall also be provided for the long-term monitoring and management of mitigation lands. BIO-3 Regardless of the time of year, if project-related activities are to be initiated, a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. If no active bird nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures shall be required. If an active bird nest is found, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The size of the "no-disturbance" buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer shall be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the	

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		qualified biologist to search for any new nests in the restricted area.	
	BIO-2: The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	No Impact.
	BIO-3: The project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	**Annexation Area and Specific Plan Area:** BIO-4 Temporary and/or permanent impacts to waters of the State (WOTS) and/or waters of the U.S. (WOTUS) within the project site could require discretionary approvals from the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and/or Regional Water Quality Control Board (RWQCB) prior to impacts occurring within areas subject to the jurisdiction of USACE, CDFW and/or RWQCB (i.e., WOTS and/or WOTUS). Compensatory mitigation for impacts shall be determined during the formal notification and/or application processes – if warranted and would be approved by the appropriate resource agency prior to work occurring within affected areas. Mitigation is anticipated to include one or more of the following to achieve no net loss of resource functions or values: restoration of impacted resources and/or preservation of unaffected resources within the project site; payment of an in-lieu fee to an agency approved mitigation bank; or acquisition of off-site lands that contain similar jurisdictional resources that would be held in a restrictive deed for perpetuity. The impact to mitigation ratio shall be negotiated with appropriate resource agency during the discretionary approval process.	Less Than Significant Impact With Mitigation Incorporated.
	BIO-4: The project could interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of wildlife nursery sites.	**Annexation Area and Specific Plan Area:** Refer to Mitigation Measures BIO-1 through BIO-4.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in cumulatively considerable impacts to candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	Refer to Mitigation Measures BIO-1 through BIO-3.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project, in conjunction with cumulative projects, would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies,	No mitigation measures are required.	No Impact.

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	regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife service.		
	Cumulative Impacts: The project, in conjunction with cumulative projects, could result in cumulatively considerable impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	Refer to Mitigation Measure BIO-4.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project, in conjunction with cumulative projects, could result in cumulatively considerable impacts to the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.	Refer to Mitigation Measures BIO-1 through BIO-4.	Less Than Significant Impact With Mitigation Incorporated.
5.5	**Tribal and Cultural Resources**		
	CUL-1: The project could cause significant impacts to historical resources and/or archaeological resources.	**Annexation Area:** CUL-1 Future projects planned within areas of the project site that have not yet been subjected to a cultural resources study (including Planning Areas 1, 3, and 5 of the Specific Plan area, and those parts of the annexation area that lay outside the Specific Plan area) and subject to California Environmental Quality Act (CEQA) review (meaning, subject to discretionary action and non-exempt under CEQA), shall require preparation of a Phase I cultural resources study prepared by a qualified archaeologist and/or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for archaeology, architectural history, and/or history, and prepared in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI). At least one Secretary of Interior Standards-qualified archaeologist with a minimum of three years of regional experience in archaeology and at least one Tribal representative retained by the project applicant and procured by the FTBMI shall be on-site to conduct the survey. The study shall include an identification effort including, at minimum, a South Central Coastal Information System records search, literature review, field survey with a FTBMI Tribal Monitor, interested parties consultation, and buried site sensitivity analysis. Any findings during surveying shall be properly recorded on-site and reburied within the original find location (no collection shall be permitted). A testing report shall be completed, to include recordation documents (if any finds occur), and be provided to the City of Lancaster Community Development Department for dissemination to the FTBMI. The City shall, in good faith, consult with the FTBMI concerning the	Less Than Significant Impact With Mitigation Incorporated.

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		results of the survey and, if positive, discuss appropriate mitigation for the proposed project. Any cultural resource greater than 45 years of age that may be impacted by the project shall be evaluated for their eligibility for inclusion in the California Register of Historical Resources and/or National Register of Historic Places. Additional mitigation measures may be developed depending on the results of that study. CUL-2 Prior to ground-disturbing activities associated with future projects within the annexation area and subject to California Environmental Quality Act (CEQA) review (meaning, subject to discretionary action and non-exempt under CEQA), an Archaeological Resources Monitoring and Discovery Plan (ARMDP) shall be prepared for any projects with the potential to impact either known or unknown resources. The ARMDP shall clearly specify the steps to be taken to mitigate impacts to archaeological resources. The ARMDP shall specify monitoring methods, personnel, and procedures to be followed in the event of a discovery. The monitoring plan shall at minimum include an introduction; project description; statement of archaeological sensitivity and rationale for the monitoring program; archaeological context and research design; statement of methods and identification of what activities require monitoring; description of monitoring procedures; outline the protocol to be followed in the event of a find; and terms of the final disposition of any non-funerary artifacts. Criteria shall be outlined, and triggers identified when further consultation is required for the evaluation and treatment of a find. Additionally, criteria for reducing or eliminating monitoring may be included. Key staff, including Native American representatives and other consulting parties, shall be identified, and the process of notification and consultation shall be specified within the ARMDP. A curation plan shall also be outlined within the ARMDP. CUL-3 If archaeological material is uncovered in the course of ground-disturbing activities, work shall be temporarily halted in the vicinity of the find (within a 60-foot buffer) and the project proponent shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology to evaluate the significance of the find and recommend appropriate treatment for the resource in accordance with California Public Resources	

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		Code Section 21083.2(i) and the provisions of the California Environmental Quality Act (CEQA). The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following shall apply: • If the qualified archaeologist determines the find does not represent a cultural resource, work may resume, and no agency notifications are required. A record of the archaeologist's determination shall be made in writing to the City. • If the qualified archaeologist determines that the find does represent a cultural resource and is considered potentially eligible for listing on the California Register, and avoidance is not feasible, then the City shall be notified and a qualified archaeologist shall prepare and implement appropriate treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that would be damaged or destroyed by the project. Work cannot resume within the no-work radius until the lead agency (the City), through consultation as appropriate, determines that the find is either not eligible for the California Register, or that appropriate treatment measures have been completed to the satisfaction of the City. • Additionally, if the resource is prehistoric or historic-era and of Native American origin, as determined by a qualified professional archaeologist, then those Native American tribes that have requested consultation on the project pursuant to California Public Resources Code Section 21080.3.1 shall be notified of the find and shall consult on the eligibility of the resource and the appropriate treatment measures. **Specific Plan Area:** Refer to Mitigation Measure CUL-1 through CUL-3 and: CUL-4 Prior to project ground-disturbing activities in Planning Areas 7 and 8 of the Specific Plan area, which have the potential to impact	

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		resources AVLC3-P-001, AVLC3-P-005, AVLC3-P-009, and AVLC3-P-010, a Phase II archaeological testing plan shall be devised and implemented in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI) and any other interested Native American tribes in order to determine whether the resource is eligible for inclusion in the California Register of Historical Resources (California Register). All work shall be conducted under the direction of a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). At least one Secretary of Interior Standards-qualified archaeologist with a minimum of three years of regional experience in archaeology and at least one Tribal representative retained by the project applicant and procured by the FTBMI shall be on-site to conduct testing. Any findings during testing shall be properly recorded on-site and reburied within the original find location (no collection shall be permitted). A testing report shall be completed, to include recordation documents (if any finds occur), and be provided to the City of Lancaster Community Development Department for dissemination to the FTBMI. CUL-5 If Phase II archaeological testing per Mitigation Measure CUL-4 indicates that resources AVLC3-P-001, AVLC3-P-005, AVLC3-P-009, and/or AVLC3-P-010 are eligible for inclusion in the California Register of Historical Resources (California Register), then a Phase III data recovery plan shall be devised and implemented in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI) and other interested Native American tribes. All work shall be conducted under the direction of a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). At least one Secretary of Interior Standards-qualified archaeologist with a minimum of three years of regional experience in archaeology and at least one Tribal representative retained by the project applicant and procured by the FTBMI shall be on-site to conduct testing. Any findings during testing shall be properly recorded on-site and reburied within the original find location (no collection shall be permitted). A testing report shall be completed, to include recordation documents (if any finds occur), and be provided to the City of Lancaster Community Development Department for dissemination to the FTBMI. The City shall, in good faith, consult with the FTBMI concerning the results of the testing plan and, if	

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		positive, discuss appropriate mitigation for the proposed project, such as in-field treatment.	
	CUL-2: The project could cause a significant impact to tribal cultural resources.	**Annexation Area:** Refer to Mitigation Measure CUL-1 and: CUL-6 Following implementation of Mitigation Measures CUL-1 through CUL-5, and prior to any further ground-disturbing activities within the annexation area and/or within the Specific Plan area, the City of Lancaster Community Development Department shall consult with the Fernandeño Tataviam Band of Mission Indians (FTBMI) to establish project-specific mitigation measures based on the results of the completed surveys/testing. Project applicants shall adhere to the follow-up mitigation measures set forth by the FTBMI in consultation with the City. CUL-7 Prior to the approval and commencement of any and all ground-disturbing activities in the annexation area as well as NLISP Planning Areas 1, 3, 5, 7, and 8, including any archaeological testing, a Treatment and Disposition Plan (TDP) shall be established, in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI). The TDP shall provide details regarding the process for in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin. **Specific Plan Area:** Refer to Mitigation Measure CUL-1 and CUL-4 through CUL-7.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other related projects, could result in cumulatively considerable impacts to historical and archaeological resources.	**Annexation Area:** Refer to Mitigation Measures CUL-1 through CUL-5. **Specific Plan Area:** Mitigation Measures CUL-1 through CUL-3 are also applicable to the Specific Plan area.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other related projects, could result in cumulatively considerable impacts to a tribal cultural resource.	**Annexation Area:** Refer to Mitigation Measure CUL-1, CUL-6, and CUL-7.	Less Than Significant Impact With Mitigation Incorporated.

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		Specific Plan Area: Mitigation Measures CUL-1and CUL-4 through CUL-7 are also applicable to the Specific Plan area.	
5.6	**Geology and Soils**		
	GEO-1: Project implementation could expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	GEO-2: Project implementation could expose people and structures to substantial adverse effects, including the risk of loss, injury, or death involving liquefaction.	**Annexation Area:** GEO-1 Prior to issuance of any grading permit for future projects developed within the annexation area, including the Specific Plan area, that are located within a mapped geologic hazard zone, shall conduct a project-specific geotechnical investigation to evaluate geotechnical hazards on-site and determine any required geotechnical design criteria to reduce geologic hazards. **Specific Plan Area:** Refer to Mitigation Measures GEO-1 and: GEO-2 Prior to issuance of grading permits associated with any development within NLISP Planning Areas 2, 4, 6, 7, and 8, the geotechnical recommendations outlined in the following technical studies or project-specific geotechnical investigation shall be integrated into the project plans: • *Feasibility-Level Geotechnical Investigation, AVLC Phase 3 and Phase 4, Southwest Corner of W Avenue F and Sierra Highway, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated January 12, 2023; • *Preliminary Geotechnical Engineering Report, NAVLC 115 Site Antelope Valley, Los Angeles County, California*, prepared by Terracon Consultants, Inc., dated February 9, 2023; • *Feasibility-Level Geotechnical Investigation North Antelope Valley Logistics Center Southwest Corner of Sierra Highway and West Avenue D, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated October 28, 2024; and	Less Than Significant Impact With Mitigation Incorporated.

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		• *Feasibility-Level Geotechnical Investigation Antelope LAC 234, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated March 6, 2023. The City of Lancaster City Engineer shall verify the recommendations are included in the final project plans during final plan check review.	
	GEO-3: Project implementation could result in substantial soil erosion or loss of topsoil.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	GEO-4: Project implementation could be located on unstable or expansive soils and potentially result in geologic hazards or create a substantial direct or indirect risk to life or property.	**Annexation Area and Specific Plan Area:** Refer to Mitigation Measure GEO-1 and GEO-2.	Less Than Significant Impact With Mitigation Incorporated.
	GEO-5: Project implementation could occur on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	GEO-6: Project implementation could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**Annexation Area:** GEO-3 For any development within the annexation area, including the Specific Plan area, the contractor shall retain a Society of Vertebrate Paleontology (SVP) qualified paleontologist to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities, prior to the beginning of ground-disturbing activities. The training session shall focus on how to identify paleontological localities such as fossils that may be encountered and the procedures to follow if identified. Written proof of training shall be submitted to the City of Lancaster Community Development Department prior to the start of grading activities. GEO-4 For any development within the annexation area, including the Specific Plan area, prior to grading or excavation in sedimentary rock material other than topsoil, the contractor shall retain a Society of Vertebrate Paleontology (SVP) qualified paleontologist to monitor these activities at depths of three feet below present grade or greater. GEO-5 For any development within the annexation area, including the Specific Plan area, if fossils are discovered and determined to be significant, then the Society of Vertebrate Paleontology (SVP) -qualified paleontologist shall prepare and implement a data recovery plan. The	Less Than Significant Impact With Mitigation Incorporated.

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		plan shall include, but not be limited to, the following measures: • The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (which may include the Natural History Museum of Los Angeles County); • The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and • The paleontologist shall ensure that curation of fossils is completed in consultation with the City of Lancaster Community Development Department. A letter of acceptance from the curation institution shall be submitted to the City. GEO-6 For any development within the annexation area, including the Specific Plan area, if any paleontological resources are encountered during construction or the course of any ground-disturbance activities, all such activities shall halt immediately. At this time, the applicant shall notify the City of Lancaster Community Development Department and consult with a qualified paleontologist to assess the significance of the find. The assessment shall follow Society of Vertebrate Paleontology (SVP) standards as delineated in the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010). If any find is determined to be significant, appropriate avoidance measures recommended by the paleontologist and approved by the City must be followed unless avoidance is determined to be infeasible by the City. If avoidance is infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. If no additional fossils have been recovered after 50 percent of the remaining excavation has been completed, full-time monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. The qualified paleontologist may recommend to the applicant to reduce paleontological monitoring based on observations of specific site conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils). The recommendation to reduce or discontinue paleontological monitoring in the project site shall be based on the professional	

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		opinion of the qualified paleontologist regarding the potential for fossils to be present after a reasonable extent of the geology and stratigraphy has been evaluated. A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology as defined by the SVP. **Specific Plan Area:** Refer to Mitigation Measure GEO-3 through GEO-6.	
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could expose people or structures to potential substantial adverse effects involving geology and soils.	Refer to Mitigation Measures GEO-1 and GEO-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Refer to Mitigation Measures GEO-3 through GEO-6.	Less Than Significant Impact With Mitigation Incorporated.
5.7	**Hydrology and Water Quality**		
	HWQ-1: Future development associated with the proposed project could violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	HWQ-2: Future development associated with the proposed project could decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	HWQ-3: Future development associated with the proposed project could substantially alter the existing drainage patterns of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	HWQ-4: Future development associated with the proposed project could risk release of	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.

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	pollutants due to project inundation from flood hazard, tsunami, or seiche zones.		
	HWQ-5: Future development associated with the proposed project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future improvements, combined with other related cumulative projects, could violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related cumulative projects, could decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related cumulative projects, could substantially alter the existing drainage patterns of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related cumulative projects, could risk release of pollutants due to project inundation from flood hazard, tsunami, or seiche zones.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related cumulative projects, could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less Than Significant Impact.
5.8	**Hazards and Hazardous Materials**		
	HAZ-1: Project implementation could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	**Annexation Area:** HAZ-1 If unknown wastes or suspect materials are discovered during construction activities associated with future development in the annexation area or Specific Plan area that are believed to involve hazardous waste or materials, the construction contractor shall implement the following: • Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area; • Notify the City of Lancaster Community Development Director;	Less Than Significant Impact With Mitigation Incorporated.

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		• Secure the area as directed by the City of Lancaster Community Development Director; and • Notify the implementing agency's Hazardous Waste/Materials Coordinator (e.g., Los Angeles County Fire Department, Lahontan Regional Water Quality Control Board, and/or Department of Toxic Substances Control, as applicable). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required. HAZ-2 Prior to issuance of a grading permit in the annexation area or Specific Plan area, the applicant shall attempt to confirm that septic tanks are not present within the subject site. If present, the specific location of the septic tanks shall be determined. Once located, the septic tanks shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed, a visual inspection of the areas beneath and around the removed tanks shall be performed. Any stained soils observed underneath the septic tanks shall be sampled by a qualified Phase II/Site Characterization specialist. Should contamination be present above regulatory thresholds as determined by the specialist, then the applicant shall remediate appropriately, as required by law. If a previously unknown septic tank is discovered during ground disturbing activities, construction activities shall halt surrounding the septic tank until the tank is removed and properly disposed of at an approved landfill facility. Once the tank is removed, a visual inspection of the areas beneath and around the removed tank shall be performed and any stained soils observed underneath the septic tank shall be sampled by a qualified Phase II/Site Characterization specialist. Should contamination be present above regulatory thresholds as determined by the specialist, then the applicant shall remediate appropriately, as required by law. **Specific Plan Area:** Refer to Mitigation Measure HAZ-1 through HAZ-2 and: HAZ-3 If any existing water wells within Specific Plan Planning Areas 2 and 4 are proposed to be abandoned with no further use by a project applicant, the project applicant shall properly destroy the water well in accordance with the	

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		California Department of Water Resources (CDWD) Water Well Standards to assure that groundwater supply is protected and preserved for further use and to eliminate potential physical hazard of an abandoned well. Specifically, the water well shall be destroyed in accordance with Water Well Standards Part III, Destruction of Water Wells. The project applicant shall provide evidence of water well closure activities to the City of Lancaster Community Development Director. HAZ-4 Prior to site disturbance activities in Specific Plan Planning Areas 2 and 4, an asbestos and lead based paint survey shall be conducted for miscellaneous debris piles that are associated with demolition debris and for any structures constructed between the 1940s and 1970s. The survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal/OSHA certified specialist to determine the presence or absence of asbestos containing-materials (ACMs) or lead-based paints (LBPs) in debris piles and/or residential dwellings. If ACMs or LBPs are present on-site, removal shall be performed by a State-certified contractor in accordance with the Antelope Valley Air Quality Management District (AVAQMD) Rule 1403 and California Code of Regulation Title 8, Section 1532.1. Contractors performing ACM/LBP removal shall provide evidence of abatement activities to the AVAQMD.	
	HAZ-2: Project implementation could create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	HAZ-3: For a project located with an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would project implementation result in a safety hazard or excessive noise for people residing or working in the project area.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	HAZ-4: Project implementation could create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	HAZ-5: Project implementation could expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the	Refer to Mitigation Measures HAZ-1 through HAZ-4.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	release of hazardous materials into the environment.		
	Cumulative Impacts: Project implementation, combined with other related projects, could create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would project implementation result in a safety hazard or excessive noise for people residing or working in the project area.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, could create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fire.	No mitigation measures are required.	Less Than Significant Impact.
5.9	**Population and Housing**		
	PH-1: Future development associated with the proposed project could potentially induce substantial unplanned population growth in an area, either directly or indirectly.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, combined with other related projects, could induce substantial unplanned population growth in an area, either directly or indirectly.	No mitigation measures are required.	Less Than Significant Impact.
5.10	**Public Services and Recreation**		
	PS-1: Future development associated with the proposed project could result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	PS-2: Future development associated with the proposed project could result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	PS-3: Future development associated with the proposed project could potentially result in the need for additional school facilities, the construction of which could cause significant	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	environmental impacts, in order to maintain acceptable performance objectives.		
	PS-4: Future development associated with the proposed project could potentially result in the need for additional parks and recreational facilities and/or the increased use of existing neighborhood and regional parks such that substantial physical deterioration could occur or be accelerated.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	PS-5: Future development associated with the proposed project could potentially result in the need for additional public library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for fire protection services that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for police protection services that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for school services and facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for parks and recreational facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could create increased demand for other public facilities (i.e., library facilities) that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
5.11	**Utilities and Service Systems**		
	USS-1: Project implementation could have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the construction of new water supply facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	USS-2: Project implementation could result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	provider's existing commitments, exceed wastewater treatment requirements of the applicable regional water quality control board, or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		
	USS-3: Project implementation could require the construction of new storm water drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	USS-4: Project implementation could be served by existing landfills with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	USS-5: Project implementation could result in the relocation or construction of new or expanded dry utility facilities, the construction of which could cause significant environmental effects.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could result in cumulatively considerable impacts to water facilities, supply and distribution.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could result in cumulatively considerable impacts to wastewater treatment facilities.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could increase demand for stormwater drainage facilities.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could create increased demand for solid waste generation that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation, in conjunction with cumulative development, could create increased demand for dry utility services that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
5.12	**Transportation**		
	TRA-1: Project implementation could conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	TRA-2: Project implementation could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	**Annexation Area and Specific Plan Area:**	Less Than Significant Impact With

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		TRA-1 Prior to issuance of any grading permit for future projects developed within the annexation area and subject to California Environmental Quality Act (CEQA) review (meaning, subject to discretionary action and non-exempt under CEQA), and at the City of Lancaster Community Development Department discretion, shall conduct a project-level VMT analysis to evaluate the project's VMT impact, if any. The VMT analysis shall be consistent with the City of Lancaster's Local Transportation Assessment Guidelines, dated January 2021. If project-level VMT analysis determines that the project will exceed the City's VMT Baseline Threshold, the project applicant shall either 1) pay $150 per VMT over the established Baseline Threshold in accordance with the City's Vehicle Miles Traveled Impact Fee Mitigation Program, or 2) implement project design features and California Air Pollution Control Officers Association (CAPCOA) strategies that reduce project-specific VMT impacts to below the established Baseline Threshold.	Mitigation Incorporated.
	TRA-3: Project implementation could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	TRA-4: Project implementation could result in inadequate emergency access.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or introduce incompatible uses (e.g., farm equipment).	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in inadequate emergency access.	No mitigation measures are required.	Less Than Significant Impact.
5.13	**Air Quality**		
	AQ-1: Short-term construction activities associated with the proposed project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	**Regulatory Requirements:** **Annexation Area:**	Significant and Unavoidable.

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	applicable federal or State ambient air quality standard.	RR AQ-1 Construction within the annexation area and Specific Plan area shall comply with all applicable Rules and Regulations of the Antelope Valley Air Quality Management District (AVAQMD), including, but not limited to Rules 401 (Visible Emissions), 402 (Nuisance), 403 (Fugitive Dust), and Rule 1113 (Architectural Coating). To ensure compliance with these Rules and Regulations, the developer or contractor shall prepare and submit a Dust Control Plan to the AVAQMD for approval prior to issuance of grading permit. The Dust Control Plan shall document the best management practices (BMPs) that will be implemented during project construction to prevent, to the maximum extent practicable, wind and soil erosion. BMPs that will be included in the Dust Control Plan shall include, but are not limited to, the following: • Signage compliant with Rule 403 shall be erected at each project site entrance prior to the commencement of construction. • A water truck shall be utilized to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. If the project site has exposed sand or fines deposits, or if the project exposes such soils through earthmoving, chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from the sand/fines deposits. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. Rule 1113 would limit the quantity of Voltaic Organic Compounds that are used in architectural coatings. Rule 1120 would minimize odors associated with architectural coatings. The City of Lancaster Community Development Department shall determine compliance with this regulatory requirement. **Specific Plan Area:** Refer to Regulatory Requirement RR AQ-1. **Mitigation Measures:** **Annexation Area:** AQ-1 Prior to issuance of a grading permit for future projects developed within the annexation area the City of Lancaster Community Development Department shall confirm that the Grading Plan, Building Plans, and specifications	

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		require that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications. **Specific Plan Area:** Refer to Mitigation Measure AQ-2 and: AQ-2 During construction, the construction contractor shall ensure that off-road diesel construction equipment used during grading activities, complies with United States Environmental Protection Agency (U.S. EPA) or California Air Resource Board (CARB) Tier 4 emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. If such equipment is not commercially available, the construction contractor shall provide documentation showing unavailability of the equipment from at least two equipment manufacturers to the City of Lancaster Community Development Department. The City of Lancaster Community Development Department shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts prior to the start of construction activities. AQ-3 After the grading phase of project construction, the developer or contractor shall provide temporary electrical hook ups to the power grid, rather than diesel-fueled generators, for contractors' electric construction tools, such as saws, drills, and compressors. The use of diesel-fueled generators for on-site construction activities shall be prohibited unless electrical infrastructure is not yet available on the project site. Diesel-fueled generators may be used for off-site construction work. All off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction shall be electric powered, where feasible. The developer or applicant shall include these requirements in applicable bid documents, purchase orders, and contracts with successful contractors. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-4 During construction, the construction contractor shall ensure that the idling of heavy construction equipment for more than five minutes is prohibited. Signage shall be posted throughout	

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		the construction site informing construction personnel of the idling time limit. Idling time limits shall be noted in construction specifications. Subject to all other idling restrictions, heavy construction equipment shall not be left in the "on position" for more than 10 hours per day. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-5 During construction, all haul trucks entering the project construction site during the grading and building construction phases shall meet California Air Resources Board (CARB) model year 2014 (or newer) engine emission standards. All heavy-duty haul trucks shall also meet CARB's lowest optional low oxides of nitrogen (NO_X) standard. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-6 Construction activities shall be consistent with Section 5.408.1 of the CALGreen Code Part 11, a minimum of 65 percent of the nonhazardous construction and demolition waste shall be recycled and/or salvaged for reuse. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-7 "Super-Compliant" low VOC paints shall be used during architectural coatings, which have been reformulated to exceed the regulatory VOC limits put forth by AVAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize pre-coated tilt-up concrete buildings that do not require the use of architectural coatings (painting) or limit the application of architectural coatings to no more than 29,483 sf per day. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.	
	AQ-2: Implementation of the proposed project could result in increased impacts pertaining to operational air emissions.	**Annexation Area:** No feasible mitigation measures are applicable. **Specific Plan Area:** AQ-8 Prior to the issuing of each building permit, the project applicant and its contractors shall provide plans and specifications to the City of Lancaster Building and Safety Division that demonstrate that each project building is designed for passive heating and cooling and is designed to	Significant and Unavoidable.

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		include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights, where feasible. AQ-9 Future developments within the Specific Plan shall be designed so that it is able to achieve Energy and Environmental Design (LEED) certification, or equivalent, at the time of building permit application. Documentation shall be provided to the City of Lancaster demonstrating that the project meets this requirement prior to the issuance of building permits. AQ-10 Future developments within the Specific Plan shall be designed to include electrical infrastructure to accommodate the required number of electric vehicles charging stations, the anticipated number charging stations for electric cargo handling equipment where applicable, and the potential installation of additional automobile and truck electric vehicle charging stations per Title 24, Part 11 (California Green Building Standards (CALGreen). The electrical rooms of each building proposed within the Specific Plan shall be of sufficient size to accommodate the upsizing of electrical equipment to accommodate potential future electrical loads. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-11 A project applicant or successor in interest shall implement the following measures: • The landscape plan of each building proposed within the Specific Plan shall emphasize drought-tolerant plants and use water-efficient irrigation techniques. • All heating, cooling, lighting, and appliance fixtures shall be Energy Star-rated. • All fixtures installed in restrooms and employee break areas shall be U.S. Environmental Protection Agency (EPA) WaterSense certified or equivalent. • Structures shall be equipped with outdoor electric outlets in the front and rear of the structures to facilitate use of electrical lawn and garden equipment where feasible. • Storage areas shall be provided and shown on the site plan for recyclables and green waste, as well as food waste storage if a pick-up service is available.	

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		• Buildings shall include high-efficiency particulate air (HEPA) filtration systems within all warehouse facilities, where feasible. • The roof shall provide R-30 insulation to decrease overall energy consumption and increase occupant comfort, where feasible. • Solar-powered water heaters shall be installed on the project site, where feasible. • A timer system for lighting to ensure that lights shall be switched off during times of non-operation shall be installed on site. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-12 Entry gates into the loading dock/truck court areas shall be sufficiently positioned to ensure that all trucks and other vehicles are contained on site and inside the property line during operation. Queuing, or circling of vehicles, on public streets immediately pre- or post-entry to the project shall be strictly prohibited unless queuing occurs in a deceleration lane or right turn lane exclusively serving the site. The project applicant shall demonstrate compliance with the City of Lancaster Building Department upon request. AQ-13 During operation, the following measures shall be implemented to reduce the urban heat island effect: • The roof structures of each building proposed within the Specific Plan shall be designed to include "cool roof" materials with a minimum aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of CALGreen, Table A5.106.11.2.3 for Tier 1 standards. • Sufficient shade trees shall be provided throughout the site so that at least 50 percent of the automobile parking areas will be shaded within 15 years after project construction is complete (excluding the truck courts where trees cannot be planted due to interference with truck maneuvering).	

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		The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-14 Prior to signing the leasing contract, the following measure shall be implemented during all ongoing business operations and shall be included as part of contractual lease agreement language to ensure that tenants and operators of the building are informed of the following operational responsibility: • All equipment and appliances operating within the Specific Plan shall be zero-emission equipment, where economically feasible and commercially available, as reasonably determined by the Lead Agency. This requirement shall apply to indoor and outdoor equipment such as forklifts, handheld landscaping equipment, yard equipment, office appliances, etc. The building manager or their designee shall be responsible for enforcing these requirements. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-15 The following measures shall be implemented to reduce air pollutant emissions from idling during operation: • Signage. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify the project's three-minute idling restriction. At a minimum, each sign shall include: (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; (3) telephone numbers of the building facilities manager and CARB to report violations; and (4) that penalties apply for violations. • The facility operator(s) shall be required to train managers and employees on efficient scheduling and load	

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		management to eliminate unnecessary queuing and idling of trucks. • Tenants and operators on the site shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at CARB-approved courses (such as the free, one-day Course #512). The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-16 All project applicants or successors in interest shall establish and submit to the City of Lancaster a Truck Routing Plan that provides for routes between the project site and the State Highway System and is consistent with the City-adopted truck routes. The Truck Routing Plan shall comply with the truck routes established by the City of Lancaster and include measures, such as signage, pavement markings, and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The Truck Routing Plan shall make every effort to avoid passing sensitive receptors, to the greatest extent possible, unless otherwise superseded by an applicable truck routing ordinance adopted by the City of Lancaster. The tenant/operator of the project shall be responsible for enforcement of the Truck Routing Plan. A revised plan shall be submitted to the City of Lancaster prior to a business license being issued by the City of Lancaster for any new tenant/operator of the project site. The revised plan shall expand upon the original Truck Routing Plan and describe the operational characteristics of the use of the tenant/operator, including, but not limited to, hours of operations, types of items to be stored within the building, and whether any modifications to the project's designated truck routes are necessary. The City of Lancaster shall have discretion to determine if changes to the Truck Routing Plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the project. Signs and drive aisle pavement markings shall clearly identify the on-site circulation pattern to minimize unnecessary on-site vehicular travel. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.	

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		AQ-17 Prior to tenant occupancy, a project applicant or successor in interest shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the site have been provided informational documentation regarding: • Funding opportunities that provide incentives for using cleaner than-required engines and equipment, such as the Carl Moyer Program and Voucher Incentive Program. The United States Environmental Protection Agency (U.S. EPA) SmartWay Program, which assists freight shippers, carriers, logistics companies, and other stakeholder partner with the U.S. EPA to measure, benchmark, and improve logistics operations and reduce air pollutant emissions from transport of cargo. AQ-18 Prior to tenant occupancy, the project applicant shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the project site have been provided informational documentation regarding: • Information regarding energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs. • Information regarding and a recommendation to use cleaning products that are water-based or containing low quantities of volatile organic compounds. • Information regarding and a recommendation to use electric or alternatively fueled sweepers with High Efficiency Particulate Air (HEPA) filters. • Information regarding on-site meal options, such as food trucks, will be provided to employees. AQ-19 At a minimum, the roofs of the warehouse buildings within the Specific Plan shall be designed to provide the structural capacity to accommodate roof-top solar panels. Future developments within the Specific Plan shall be capable of including rooftop solar panels that generate sufficient power to meet at least 50 percent of the project's total operational base energy requirements within the project's building envelope. The City of Lancaster Community	

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		Development Department shall determine compliance with this mitigation measure. AQ-20 During operation, all project applicants or successors in interest shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are commercially available and economically feasible, as reasonably determined by the Lead Agency. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-21 During operation, the developments within the Specific Plan shall meet the latest CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-22 All project applicants or successors in interest shall identify a person to act as a community liaison concerning on-site construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact information of the community liaison for each project shall be provided to the Lead Agency and posted on the construction site prior to issuance of grading and/or construction permits. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-23 Developments within the Specific Plan shall provide drought tolerant low-water landscaping and trees throughout the site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure. AQ-24 Prior to the issuance of building permits, all project applicants or successors in interest shall provide documentation to the City of Lancaster demonstrating that the project is designed to achieve energy efficient buildings exceeding Title 24 standards with the following design criteria: • Building envelops insulation of conditioned space within all commercial	

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		and industrial buildings shall be R30 or greater for attics/roofs. • All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance. • Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts. AQ-25 During operation, all water fixtures shall be water efficient (toilets/urinals [1.28/0.125 gallons per flush or less], showerheads [1.8 gallons per minute or less], and faucets [1.8 gallons per minute or less]). The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.	
	AQ-3: Development associated with implementation of the proposed project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.	**Annexation Area:** Refer to Regulatory Requirement AQ-1, Mitigation Measures AQ-1 and AQ-2, and: AQ-26 Prior to any ground disturbance activities associated with construction of future light industrial projects developed in accordance with the annexation, the project operator shall provide evidence to the Director of Community Development that the project operator and/or construction manager has developed a "Valley Fever Training Handout" training and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s), and schedule shall be submitted to the Director of Community Development within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Director of Community Development regarding the "Valley Fever Training Handout" and session(s) shall include the following: • A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session. • Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.	Less Than Significant Impact With Mitigation Incorporated.

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		• Training on methods that may help prevent Valley Fever infection. • A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the Director of Community Development. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs. The project operator also shall consult with the Los Angeles County Public Health to develop a Valley Fever Dust Management Plan (Plan) that addresses the potential presence of the Coccidioides spore and mitigates for the potential for Coccidioidomycosis (Valley Fever). Prior to issuance of permits, the project operator shall submit the Plan to the Los Angeles County Public Health for review and approval. The Plan shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential Coccidioides spores. Measures in the Plan shall include the following: • Provide High Efficiency Particulate (HEP)-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Require contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs (e.g., turning on the air conditioning prior to using the equipment). • Provide communication methods, such as two-way radios, for use in enclosed cabs. • Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process. • Require employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a	

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		full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144). • Provide separate, clean eating areas with hand-washing facilities. • Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site. • Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor. • Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever. • Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site and include the following information on Valley Fever: what are the potential sources/causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Director of Community Development. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius as determined by the Community Development Director. The radius shall not exceed three miles and is dependent upon location of the project site. • When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks. • Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas shall be equipped with handwashing facilities. • Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection. • Audit and enforce compliance with relevant Cal/OSHA health and safety standards on the job site.	

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		Specific Plan Area: Refer to Regulatory Requirement AQ-1, Mitigation Measure AQ-1 through AQ-26.	
	AQ-4: Implementation of the proposed project could conflict with or obstruct implementation of the applicable air quality plan.	**Annexation Area:** Refer to Regulatory Requirement AQ-1, Mitigation Measure AQ-1 and AQ-26. **Specific Plan Area:** Refer to Regulatory Requirement AQ-1, Mitigation Measure AQ-1 through AQ-26.	Significant and Unavoidable.
	AQ-5: Implementation of the proposed project could create objectionable odors affecting a substantial number of people.	**Annexation Area:** No mitigation measures are required. **Specific Plan Area:** Refer to AQ-7, AQ-12, AQ-15, and AQ-16.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Short-term construction activities associated with the proposed project and other related cumulative projects, could result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.	**Annexation Area:** Refer to Regulatory Requirement AQ-1 and Mitigation Measure AQ-1. **Specific Plan Area:** Refer to Regulatory Requirement AQ-1 and Mitigation Measures AQ-2 through AQ-7.	Significant and Unavoidable.
	Cumulative Impacts: Implementation of the proposed project and other related cumulative projects could result in increased impacts pertaining to operational air emissions.	**Annexation Area:** No feasible mitigation measures are applicable. **Specific Plan Area:** Refer to Mitigation Measures AQ-8 through AQ-25.	Significant and Unavoidable.
	Cumulative Impacts: Implementation of the proposed project and cumulative projects could result in cumulatively considerable localized emissions impacts.	**Annexation Area:** Refer to Regulatory Requirement AQ-1 and Mitigation Measures AQ-1, AQ-2, and AQ-26. **Specific Plan Area:** Refer to Regulatory Requirement AQ-1 and Mitigation Measures AQ-1 through AQ-26.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Implementation of the proposed project and related projects could result in cumulatively considerable inconsistencies with the applicable air quality plan.	**Annexation Area:** Refer to Regulatory Requirement AQ-1 and Mitigation Measures AQ-1 and AQ-26. **Specific Plan Area:** Refer to Regulatory Requirement AQ-1 and Mitigation Measures AQ-1 through AQ-26.	Significant and Unavoidable.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: Implementation of the proposed project and related projects could result in cumulatively considerable odor impacts.	**Annexation Area:** No mitigation measures are required for the annexation. **Specific Plan Area:** Refer to Mitigation Measure AQ-7.	Less Than Significant Impact With Mitigation Incorporated.
5.14	**Greenhouse Gas Emissions**		
	GHG-1: Greenhouse gas emissions generated by the project could have a significant impact on global climate change. **GHG-2:** Implementation of the proposed project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	**Annexation Area:** No mitigation measures are required. **Specific Plan Area:** Refer to Mitigation Measures AQ-3, AQ-4, and AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-17 through AQ-21, and AQ-23 through AQ-25.	Significant and Unavoidable.
	Cumulative Impacts: Greenhouse gas emissions generated by the project and other related cumulative projects could have a significant impact on global climate change. Implementation of the proposed project and other related cumulative projects could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	**Annexation Area:** No mitigation measures are required. **Specific Plan Area:** Refer to Mitigation Measures AQ-3, AQ-4, and AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-17 through AQ-21, and AQ-23 through AQ-25.	. Significant and Unavoidable.
5.15	**Energy**		
	EN-1: The project could result in wasteful, inefficient, or unnecessary consumption of energy resources.	**Annexation Area:** No mitigation measures are required. **Specific Plan Area:** Refer to Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25.	Less Than Significant Impact With Mitigation Incorporated
	EN-2: The project could conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	**Annexation Area:** No mitigation measures are required. **Specific Plan Area:** Refer to Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Implementation of the project and other cumulative projects could result in wasteful, inefficient, or unnecessary consumption of energy resources.	**Annexation Area:** No mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Implementation of the project and other cumulative projects could	**Specific Plan Area:**	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	Refer to Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25.	
5.16	**Noise**		
	NOI-1: Construction-related activities associated with project implementation could result in substantial temporary noise impacts to nearby noise sensitive receivers.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	NOI-2: Future noise levels associated with implementation of the proposed project could result in a substantial permanent increase in ambient noise levels in the project vicinity and expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**Annexation Area and Specific Plan Area:** No feasible mitigation measures would apply.	Significant and Unavoidable.
	NOI-3: Project implementation could result in substantial vibration impacts to nearby sensitive receptors and structures.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	NOI-4: For a project located with an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.	**Annexation Area and Specific Plan Area:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Construction activities, in conjunction with related projects, could result in cumulatively significant construction noise impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with related projects, could result in a cumulatively significant operational noise impact	No feasible mitigation measures would apply.	Significant and Unavoidable.
	Cumulative Impacts: Project implementation could result in significant vibration impacts to nearby sensitive receptors and structures.	No mitigation measures are required.	Less Than Significant Impact.

1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

As detailed in Section 5.1 through Section 5.16 of this Draft EIR, project implementation would result in the following significant and unavoidable impacts despite implementation of existing regulations and mitigation measures:

- Air Quality
  - Regional construction emissions
  - Regional operational emissions
  - Air Quality Management Plan (AQMP) consistency
  - Cumulative air quality impacts
- Greenhouse Gas Emissions
  - Inconsistency with the California Air Resource Board's 2022 Scoping Plan

- Noise
    - Project level off-site mobile traffic noise
    - Cumulative off-site mobile traffic noise

1.6 SUMMARY OF PROJECT ALTERNATIVES

1.6.1 ALTERNATIVE SITE

CEQA requires a discussion of alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is evaluating whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (*CEQA Guidelines* Section 15126[5][B][1]). In general, any industrial development allowed by the North Lancaster Industrial Specific Plan (Specific Plan) would have similar impacts related to air quality and GHG emissions. Further, potential impacts related to energy, population and housing, public services, and utilities and service systems would generally be similar regardless of where it is developed within Lancaster and its Sphere of Influence (SOI). Without a site-specific analysis, impacts on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, and transportation cannot be adequately evaluated.

Although there are other large areas of undeveloped land within the City and the City's SOI, they are not as suitable for the proposed project. For example, there is approximately 430 acres of vacant land located in the center of the City (south of Avenue K and west of Sierra Highway). However, it is too small for the proposed large scale industrial development planned under the North Lancaster Industrial Specific Plan (NLISP). Additionally, this site is surrounded by existing uses including residential, park, and commercial uses. The proximity to these uses makes it unsuitable for large industrial development as envisioned by the proposed project. The far east and west sides of Lancaster also have vast areas of vacant land. However, there are higher concentrations of residences in these areas and they are located too far away from major transportation routes, such as SR-14 and Sierra Highway. Further, the west side of Lancaster is predominantly developed with large scale solar facilities.

The northern portion of the City's SOI was selected as an appropriate location for future industrial development given that a large portion of it consists of vacant, underutilized land. Additionally, there is growing interest in industrial development in Lancaster and the general Antelope Valley area. In general, industrial uses can result in adverse land use compatibility, air quality, transportation, and noise issues for nearby sensitive receptors/communities. Therefore, the location of the proposed project in the unincorporated and underutilized northern portion of Lancaster would allow development of future industrial uses while minimizing and/or eliminating these potential environmental issues. Further, future industrial development in northern Lancaster would meet the City's desires to expand and develop this area while taking advantage of the site's proximity to major transportation corridors including SR-14, State Route 138 (SR-138), and Sierra Highway. The location

is also in close proximity to other industrially zoned properties in the City and the William J Fox Airfield.

Overall, the project site was selected as the most appropriate location within the City's SOI for future industrial development due to its predominantly vacant and undeveloped lands and its proximity to major transportation corridors. Development of the project at an alternative location is not anticipated to avoid or substantially lessen the project's significant and unavoidable impacts while achieving the majority of the project objectives. Thus, an alternative site alternative has been eliminated from further consideration.

1.6.2 CITY GENERAL PLAN ALTERNATIVE

The City General Plan Alternative assumes the proposed annexation would occur but no specific plan would be adopted.

Under the City General Plan Alternative, development in the annexation area would occur in accordance with existing City land use designations (Non-Urban Residential [NU], Heavy Industrial [HI], Specific Plan [SP], and Multi-Residential [MR-1]) for the project site. The City does not currently identify any zoning for the project site given that the site is outside of the City's jurisdiction. However, the annexation under this alternative would pre-zone the site with zoning districts that are consistent with the land use designations. Specifically, the site would be pre-zoned Rural Residential 2.5 (RR-2.5), Heavy Industry (HI), Specific Plan (SP), and Mobile Home Park (MHP). Anticipated City discretionary approvals for this alternative include a General Plan Amendment and Zone Change. The annexation would also be subject to the Los Angeles County Local Agency Formation Commission (LAFCO) annexation process.

This alternative would not adopt the North Lancaster Industrial Specific Plan, anticipated to guide development of up to 38.5 million sf of light and heavy industrial uses. Rather, the proposed annexation and associated General Plan Amendment and pre-zoning under this alternative would continue to allow for predominantly rural residential development in the project area as the mere annexation of unincorporated County areas would not allow for any specific land use development to occur within the project site.

Development in accordance with existing City land use designations would not achieve most of the project objectives. Specifically, the project site would mostly remain as is (mostly rural residential and vacant land uses) and would not encourage development of various land use types in northern Lancaster, accommodate employment-generating land uses, expand economic development and facilitate job creation in the City by establishing a new industrial development area, provide a more equal jobs-housing balance in the Antelope Valley and reduce vehicle miles traveled, generate tax revenue, accommodate new development in a phased, orderly manner, assist the City in competing economically through the efficient and cost-effective movement of goods, guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible manner, nor ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.

Furthermore, there is growing interest in industrial development in Lancaster and the general Antelope Valley area; this alternative would allow for future industrial development but would not provide specific guidance to future light and heavy industrial developments beyond the requirements contained in the Lancaster Municiapl Code (LMC) for projects in the Light and Heavy Industrial zones. Additionally, development of the industrial uses without a specific plan is not anticipated to avoid or substantially lessen the project's significant and unavoidable impacts while achieving the majority of the project objectives if future industrial development were to occur in the general area. In order to better encourage and accommodate future industrial development in Lancaster, a specific plan would be more adequate; thus, this alternative was considered but rejected from additional analysis.

1.6.3 ADDITIONAL MIXED-USE ALTERNATIVE

The Additional Mixed-Use Alternative would annex the project site into the City's jurisdiction and adopt the North Lancaster Industrial Specific Plan, similar to the proposed project. However, this alternative would redesignate and pre-zone the northwest quadrant of the annexation area west of SR-14. Specifically, this approximately 941-acre area would deviate from the proposed Non-Urban Residential (NU) land use designation and RR-2.5 pre-zoning (identified as Land Use 2 on Exhibit 3-3, *Proposed General Plan and Zoning*) and instead, be designated Mixed Use (MU) and pre-zoned Mixed Use-Employment (MU-E).

Other proposed land use designations and pre-zones within the project site would remain unchanged from the proposed project. Buildout of the Specific Plan would similarly result in 38.5 million sf of industrial development, of which up to 11.3 million sf would be developed in Planning Areas 2, 4, 6, 7, and 8. Similar to the proposed project, the Additional Mixed-Use Alternative would require the following City discretionary approvals: Annexation, General Plan Amendment, Pre-Zoning, and Specific Plan. This alternative would also be subject to the LAFCO annexation process.

This alternative would replace some of the rural residential uses with additional mixed use development, expanding economic opportunities in northern Lancaster by expanding the mixed use areas within the annexation area.

Development in accordance with the Additional Mixed-Use Alternative would achieve all of the project objectives. For example, additional mixed use development in the project site would encourage development of various land use types in northern Lancaster, accommodate employment-generating land uses, implement City of Lancaster General Plan policies and objectives, expand economic development and facilitate job creation in the City by establishing a new industrial development area, provide a more equal jobs-housing balance in the Antelope Valley and reduce vehicle miles traveled, generate tax revenue, accommodate new development in a phased, orderly manner, assist the City in competing economically through the efficient and cost-effective movement of goods, guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible manner, and ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.

However, this alternative assumes 941 acres of additional mixed-use areas (beyond the 408 acres already proposed by the project) would be economically feasible and reasonable to occur. Additionally,

the substantial increase in mixed-use development in the annexation area would exacerbate the proposed project's anticipated significant and unavoidable impacts related to air quality, GHG emissions, and/or noise. Based on the alternative's inability to avoid significant environmental impacts, this alternative was considered but rejected from additional analysis.

1.6.4 NO PROJECT/COUNTY GENERAL PLAN ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[5] The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[6] The No Project/County General Plan Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation (NOP) was published on September 3, 2024. The No Project scenario is described and analyzed to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Under the No Project/County General Plan Alternative, the proposed annexation would not occur and the Specific Plan would not be adopted. The site's current County land use designations (Rural Land 10 [RL10], Rural Land 20 [RL20], Rural Land 2 (RL2), Public and Semi-Public [P], Residential 5 [H5], Mixed-Use – Rural [MU-R], and Light Industrial [IL]) and zoning (Heavy Agricultural [A-2-2], Residential Agricultural [R-A], Light Manufacturing [M-1], and Rural Mixed Use Development [MXD-RU]) would remain in place. Thus, future development on-site would consist primarily of agricultural, residential agricultural, manufacturing, and rural mixed-use development consistent with the area's existing County zoning. Major existing uses, including the Lancaster Water Reclamation Plant and mobile home parks would remain, similar to the proposed project.

Generally, the site's current County land use designations and zoning would accommodate development intensities of similar nature as the proposed land use designations and pre-zones. For example, the areas in the northern portion of the site are currently designated RL10, RL20 and zoned A-2-2 by the County. The project proposes to designate and pre-zone those areas NU and RR-2.5.

It is acknowledged that the southern portion of the project site, including the Specific Plan area, is predominantly designated IL and zoned M-1 by the County with a maximum floor area ratio (FAR) of 1.0. The proposed Specific Plan proposes a 0.5 FAR throughout the Specific Plan area and thus, this alternative would accommodate more industrial development intensity than the proposed project.

Further, a small area located in the western portion of the site (currently designated RL2 and zoned A-2-2) would develop mostly rural residential and/or heavy agricultural uses, resulting in less intense

5 *CEQA Guidelines Section 15126.6(e)(2).*
6 *CEQA Guidelines Section 15126.6(e)(3)(B).*

development intensities compared to the proposed project, which proposes a MU designation and MU-E pre-zone for said areas.

In summary, this alternative would develop the project site in accordance with the site's current County land use designations (RL10, RL20, RL2, P, H5, MU-R, and IL) and zoning (A-2-2, R-A, M-1, and MXD-RU). Buildout assumptions for these alternative assume the following:

- 3,426 acres of light manufacturing (approximately 10 million sf of industrial park and 10 million sf of general warehousing uses)
- 3,324 acres of heavy agricultural (20 single-family homes and 30,000 sf of wholesale nursery use)
- 247 acres of residential agricultural (25 single-family homes); and
- 164 acres of mixed-use development (80 single family homes and 30,000 sf commercial uses).

This alternative would reduce environmental impacts related to land use and planning, aesthetics/light and glare, hydrology and water quality, hazards and hazardous materials, public services and recreation, utilities and service systems, transportation, and energy. It should be noted that environmental impacts related to air quality, greenhouse gas emissions, and noise would be reduced but would continue to be significant and unavoidable.

The No Project/County General Plan Alternative would not achieve a majority of the project's basic objectives. The No Project/County General Plan Alternative would achieve the following objectives to a lesser degree than the proposed project: attract a new business to the City and provide a more equal job-housing balance (Objective 5), maximize development of Class A speculative warehouse industrial buildings (Objective 8), and ensure adequate public services and utility services (Objective 10).

1.6.5 REDUCED INTENSITY ALTERNATIVE

Similar to the proposed project, the Reduced Intensity Alternative would annex the approximately 7,153-acre project site into the City's jurisdiction and adopt the North Lancaster Industrial Specific Plan to guide industrial development on approximately 1,860 acres in the central portion of the annexation area. However, this alternative would reduce development intensity within the Specific Plan area by 30 percent; thus, reducing maximum buildout from approximately 38.5 million sf to approximately 27 million sf (26,971,700 sf). Allowed FAR would be proportionally reduced to be consistent with the 30 percent reduction in development intensity. No other changes to the proposed Specific Plan would occur. Development intensity in the remainder of the annexation area would similarly be reduced by 30 percent. The proposed land use designations and pre-zones for the remainder of the annexation area would be the same as the proposed project; refer to Exhibit 3-3, *Proposed General Plan and Zoning*. Similar to the proposed project, the Reduced Intensity Alternative would require the following City discretionary approvals: Annexation, General Plan Amendment, Pre-Zoning, and Specific Plan. This alternative would also be subject to the LAFCO annexation process.

This alternative would result in similar environmental impacts to all topical areas with the exception of aesthetics/light and glare, population and housing, public services and recreation, utilities and

service systems, transportation, and energy which would be reduced under this alternative. It should be noted that impacts on air quality, greenhouse gas emissions, and noise would be reduced under this alternative but would continue to be significant and unavoidable.

The Reduced Intensity Alternative would achieve the project's basic objectives but not to the extent of the proposed project. This alternative would reduce maximum development intensity by 30 percent, which would only partially meet the project's objectives. Specifically, this alternative would not fully accommodate employment generating land uses (Project Objective 1), implement General Plan policies and objectives relevant to industrial development (Project Objective 2), expand economic development and facilitate job creation (Project Objective 4), attract new businesses which would provide a more equal job-housing balance (Project Objective 5), provide uses that generate tax revenue (Project Objective 6), and maximum development of Class A speculative warehouse industrial buildings (Project Objective 8) when compared to the proposed project.

1.6.6 NO SPECIFIC PLAN ALTERNATIVE

The No Specific Plan Alternative assumes the proposed annexation would occur, but no specific plan would be adopted. Similar to the proposed project, the construction of approximately 11.3 million sf of industrial warehouse buildings and associated site improvements in the central portion of the annexation area (within what would be Planning Areas 2, 4, 6, 7, and 8 of the Specific Plan) would still occur. To accommodate the proposed industrial uses, those areas would be designated and pre-zoned Light Industrial (LI), which has a maximum FAR of 0.5.

The remainder of the annexation area would be developed in accordance with the proposed land use designations of NU, MU, LI, P, MR1, and SP, and pre-zoned RR-2.5, MU-E, LI, P, MHP, and SP, , similar to the proposed project. Anticipated City discretionary approvals for this alternative include Annexation, General Plan Amendment, and Pre-Zoning. The annexation would also be subject to the LAFCO annexation process.

This alternative would result in similar environmental impacts to all topical areas with the exception of aesthetics/light and glare which would be increased under this alternative.

The No Specific Plan Alternative would achieve most of the project's objectives with the exception of accommodating new development in a phased, orderly manner (Objective 7) and guiding future light and heavy industrial development in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses (Objective 9). Additionally, the No Specific Plan Alternative would achieve the following objectives to a lesser degree than the proposed project: maximizing development of Class A speculative warehouse industrial buildings (Objective 8) and ensuring adequate public services and utility services to accommodate future growth (Objective 10).

Overall, No Specific Plan Alternative would achieve some of the project's basic objectives but not to the extent of the proposed project. Additionally, the No Specific Plan Alternative would not meet two of the proposed project's objectives.

1.6.7 MODIFIED MIXED-USE ALTERNATIVE

The Modified Mixed-Use Alternative assumes the proposed annexation would occur and the Specific Plan would be adopted. Similar to the proposed project, the Specific Plan would allow for 38.5 sf of industrial uses and associated site improvements in the central portion of the annexation area. However, the mixed-use area proposed on the north and south side of Avenue D, west of SR-14 would be modified and reduced in size from approximately 408 acres to 325 acres. Specifically, under this alternative, the approximately 83-acre area north of Avenue D would be designated NU and pre-zoned as RR-2.5, and the approximately 325-acre area south of Avenue D would be designated MU and pre-zoned MU-C (Mixed Use – Commercial). While this modification is still a mixed-use zoning which allows residential uses, the focus would be more on commercial type uses, including offices, and would prohibit light industrial uses.

The remainder of the annexation area would be developed in accordance with the proposed land use designations and pre-zones, similar to the proposed project. Anticipated City discretionary approvals for this alternative include Annexation, General Plan Amendment and Pre-Zoning. The annexation would also be subject to the LAFCO annexation process.

This alternative would result in similar environmental impacts to all topical areas with the exception of aesthetics/light and glare, transportation, greenhouse gas, and energy which would be reduced and public services and recreation and utilities and service systems which would be increased under this alternative. It should be noted that environmental impacts related to air quality, greenhouse gas emissions, and noise would be reduced but would continue to be significant and unavoidable.

The Modified Mixed-Use Alternative would achieve the following objectives to a lesser degree than the proposed project: accommodate employment-generating land uses (Objective 2), expand economic development and facilitate job creation (Objective 4), attract new businesses to the City and provide a more equal job-housing balance (Objective 5), provide for uses that generate tax revenue (Objective 6), and maximize development of Class A speculative warehouse industrial buildings (Objective 8).

1.6.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project/County General Plan Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project's environmental impacts. According to CEQA Guidelines Section 15126.6(e), "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, considering all remaining build alternatives, the Reduced Intensity Alternative is considered environmentally superior to the proposed project.

The Reduced Intensity Alternative would be environmentally superior to the proposed project with regards to aesthetics/light and glare, biological resources, population and housing, public services and recreation, utilities and services systems, transportation, air quality, greenhouse gas emissions, energy, and noise. This alternative would result in similar environmental impacts to land use and planning,

agriculture and forestry resources, tribal and cultural tribal resources, geology and soils, hydrology and water quality, hazards and hazardous materials.

The Reduced Intensity Alternative would achieve most of the project's objectives although to a lesser degree than the proposed project. Specifically, this alternative would achieve the follow objectives to a similar degree as the proposed project: encourage development of various land use types in northern Lancaster (Project Objective 1), implement City of Lancaster General Plan policies and objectives relevant to the project and proposed industrial development (Project Objective 3), and accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements (Project Objective 7). However, due to reduction in development density, this alternative would likely result in less employment and business opportunities; thus, this alternative would achieve the following objectives to a lesser degree than the proposed project: accommodate employment generation land uses (Project Objective 2), develop a new industrial development area and expand economic development and facilitate job creation (Project Objective 4), attract new businesses (Project Objective 5), established uses that generate new tax revenue (Project Objective 6), and maximize development of Class A speculative warehouse industrial buildings (Project Objective 8).

Overall, the Reduced Intensity Alternative would achieve some of the project's basic objectives but not to the extent of the proposed project.

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2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The purpose of this Environmental Impact Report (EIR) is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to avoid or lessen the project's potentially significant effects. This EIR addresses the project's environmental effects, in accordance with the California Environmental Quality Act (*CEQA) Guidelines* Section 15161. As referenced in *CEQA Guidelines* Section 15121(a), the primary purposes of this EIR are to:

- Inform decision-makers and the public generally of the significant environmental effects of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe a reasonable range of alternatives to a project.

The mitigation measures that are specified shall be adopted to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

As Lead Agency, the City of Lancaster (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with *CEQA Guidelines* Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. *CEQA Guidelines* Section 15093 requires a "statement of overriding considerations" where the Lead Agency specifies the findings and public benefits for the project that outweigh the impacts.

The proposed project involves two components: 1) annexation of the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and 2) adoption of the proposed North Lancaster Industrial Specific Plan (NLISP), which would allow up to approximately 38,530,998 square feet of industrial development. The annexation component is analyzed at a programmatic level per *CEQA Guidelines* Section 15168, and buildout of the Specific Plan is analyzed at a project-level per *CEQA Guidelines* Section 15161.

CEQA Guidelines Section 15168 states the following:

a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

    1) Geographically,

2) As logical parts in the chain of contemplated actions,
3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

b) Advantages. Use of a program EIR can provide the following advantages. The program EIR can:

1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
3) Avoid duplicative reconsideration of basic policy considerations,
4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and
5) Allow reduction in paperwork.

c) Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

1) If a later activity would have effects that were not examined in the program EIR, an Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. The later analysis may tier from the program EIR as provided in Section 15152.
2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
4) Where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operations were covered in the program EIR.
5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

d) Use with Subsequent EIRs and Negative Declarations. A program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The program EIR can:

1) Provide the basis in an Initial Study for determining whether the later activity may have any significant impacts.
2) Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.
3) Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

CEQA Guidelines Section 15161 states that a Project EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The Project EIR examines all stages of the project, including planning, construction, and operation.

INTENDED USES OF THIS EIR

This EIR analyzes the project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by *CEQA Guidelines* Section 15146. The analysis considers the activities associated with the project to determine the short- and long-term effects associated with their implementation. This EIR discusses the project's direct and indirect impacts, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects at a programmatic and project level.

For projects located outside of the Specific Plan area, the City of Lancaster will use the programmatic component of this EIR to focus later CEQA documents prepared for future projects within the annexation area through the use of tiering. Public Resources Code Section 21068.5 defines "tiering" as "the coverage of general matters and environmental impacts in an environmental impact report [EIR] prepared for a policy, plan, program, or ordinance followed by narrower or site-specific environmental impact reports [EIRs] which incorporate by reference the discussion in any prior environmental impact report [EIR] and which concentrate on the environmental impacts which (a) are capable of being mitigated, or (b) were not analyzed as a significant impact on the environment in the prior environmental impact report [EIR]." *CEQA Guidelines* Section 15152(c) states that when a lead agency is using the tiering process in connection with an EIR for a largescale planning approval, the development of detailed, site-specific information may not be feasible and can be deferred, in many instances, to a project-specific CEQA document. For future development regarding the various land uses within the project site, the City will determine the appropriate CEQA document (i.e., Negative Declaration, Mitigated Negative Declaration, or EIR) that would evaluate the environmental impacts of the project being proposed at that time. Future environmental documents analyzing the project being proposed will incorporate the programmatic analysis of this EIR by reference and will concentrate on the site-specific issues related to the particular project (*CEQA Guidelines* Section 15152).

2.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF THE DRAFT EIR

In accordance with *CEQA Guidelines* Sections 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. Interested agencies and members of the public are invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR and to identify where the information can be obtained. All comment letters received before the close of the public review period will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

Jocelyn Swain, Senior Planner
City of Lancaster
Community Development Department
44933 Fern Avenue
Lancaster, California 93534
jswain@cityoflancasterca.gov

CERTIFICATION OF THE FINAL EIR

Pursuant to *CEQA Guidelines* Section 15132, *Contents of Final Environmental Impact Report*, the Final EIR will consist of:

a) The Draft EIR or a revision of the Draft;
b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
e) Any other information added by the Lead Agency.

Additionally, pursuant to *CEQA Guidelines* Section 15088, *Evaluation of and Response to Comments*, at least ten days prior to anticipated certification of the EIR, the City will provide responses to comments provided by all commenting agencies.

PROJECT CONSIDERATION

Upon Final EIR certification, the Lancaster City Council may consider approval of the proposed project. A decision to approve the project would be accompanied by specific, written findings, in accordance with *CEQA Guidelines* Section 15091, and if required, a specific written statement of overriding considerations, in accordance with *CEQA Guidelines* Section 15093.

2.3 NOTICE OF PREPARATION/EARLY CONSULTATION (SCOPING)

Per *CEQA Guidelines* Section 21080.3, prior to determining whether a negative declaration or environmental impact report is required for a project, the Lead Agency (in this case, the City of Lancaster) shall consult with all responsible agencies and trustee agencies. Prior to that required consultation, the lead agency may informally contact any of those agencies to obtain any recommendations of those agencies on the environmental documentation to be prepared for the project. In compliance with *CEQA Guidelines* Section 21080.3, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During EIR preparation, efforts were made to contact various federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of the review in this document.

The Notice of Preparation (NOP) was distributed to various responsible agencies, trustee agencies, property owners (within the annexation area and 1,500 feet beyond), and interested parties. The purpose of the NOP was to formally announce the preparation of a Draft EIR for the proposed project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the Draft EIR. The NOP provided preliminary information regarding the anticipated range of impacts to be analyzed within the Draft EIR. The NOP was distributed for a 30-day public review period from September 3, 2024 through October 3, 2024.

Additionally, the NOP was published in the Antelope Valley Press on September 3, 2024, posted on the City of Lancaster's website, posted with the Los Angeles County Clerk, and uploaded to the State Clearinghouse website.

The public scoping meeting was conducted on September 26, 2024 from 6:00 p.m. to 7:00 p.m. in the City Council Chambers at Lancaster City Hall located at 44933 Fern Avenue, Lancaster, California 93534. A total of 27 individuals attended the scoping meeting. The scoping meeting's purpose was to:

- Inform the public of the proposed project and the City's intent to prepare an EIR;
- Present an overview of the CEQA EIR process;
- Review the topics to be addressed in the EIR; and
- Receive public comments on issues of concern and environmental topics to be addressed in the EIR.

A total of 21 NOP comment letters were received, and copies are provided in Appendix 11.1, *NOP and Comment Letters*. The issues raised in these letters have been addressed in each appropriate topical area of this EIR. Table 2-1, *Scoping Comments*, summarizes the primary issues raised in the NOP comment letters and identifies where they are addressed in the EIR.

Table 2-1
Scoping Comments

Commenter	Date	Issue(s) and Applicable EIR Section(s) / Impact Statement(s)
Agencies		
California Department of Justice, Attorney General	September 10, 2024	• The proposed project's consistency with the Best Practices is addressed in Table 5.1-3, Section 5.1, Land Use and Planning. • Potential project impacts on traffic and circulation in the project area; refer to Impact Statements TRA-1 through TRA-4. • Potential impacts regarding air quality and greenhouse gas emissions; refer to Impact Statements AQ-3 and GHG-2. • Potential land use compatibility issues between the proposed land uses and sensitive receptors; refer to Impact Statements LU-1 through LU-4.
Los Angeles County Sanitation Districts (LACSD)	September 11, 2024	• Potential project impacts on sewer services in the project area; refer to Impact Statement USS-2.
Antelope Valley Air Quality Management District (AVAQMD)	September 11, 2024	• No comment provided; regardless, refer to Impact Statements AQ-1 through AQ-5 regarding project impacts to air quality.
Native American Heritage Commission (NAHC)	September 13, 2024	• Potential project impacts on cultural and tribal cultural resources in the project area; refer to Impact Statements CUL-1 and CUL-2.
Southern California Association of Governments (SCAG)	September 19, 2024	• Project consistency with SCAG documents and policies; refer to Impact Statements LU-3 and GHG-2. • Utilization of SCAG's growth forecasting; refer to Impact Statement PH-1.
California Air Resources Board (CARB)	September 30, 2024	• Potential project impacts on air quality, particularly human cancer risks; refer to Impact Statement AQ-3.
California Department of Transportation (Caltrans)	October 1, 2024	• Potential project impacts on traffic and circulation in the project area; refer to Impact Statements TRA-1 and TRA-2. • Potential land use compatibility issues, including airport hazards; refer to Impact Statement LU-4.
California Department of Fish and Wildlife (CDFW)	October 1, 2024	• Potential impacts to biological resources, including special-status species, jurisdictional resources, wetlands, sensitive communities, and nesting birds; refer to Impact Statements BIO-1 through BIO-4.
Organizations		
Riverside Neighbors Opposing Warehouses	October 3, 2024	• Potential impacts regarding air quality, greenhouse gas emissions, and vehicle miles traveled (VMT); refer to Impact Statements AQ-1 through AQ-5, GHG-1, and GHG-2, and TRA-2, respectively. • Request for a regional cumulative analysis for each topical area; refer to Chapter 4, *Basis of Cumulative Analysis*. • Request for an impact analysis regarding Environmental Justice; this topic is not required by CEQA and is not discussed within the EIR analysis. However, the Annexation would be consistent with the City's adopted Environmental Justice Element. • Potential land use compatibility issues regarding changes in zoning; refer to Impact Statement LU-2.
Abigail Smith (attorney) on behalf of Sierra	October 3, 2024	• Potential land use compatibility issues, including consistency with applicable planning documents; refer to Impact Statements LU-1 through LU-4.

Commenter	Date	Issue(s) and Applicable EIR Section(s) / Impact Statement(s)
Club-Santa Clarita Group		• Potential air quality and greenhouse gas emissions impacts and regulatory requirements for emission reductions; refer to Impact Statements AQ-2, AQ-3, AQ-4, GHG-1, and GHG-2. • Potential impacts related to VMT; refer to Impact Statement TRA-2. • Project impacts on energy; refer to Impact Statement EN-1 and EN-2. • Potential impacts to biological resources due to habitat alternation and/or proximity to corridors for protected species; refer to Impact Statement BIO-3. • Project impacts on light and glare; refer to Impact Statement AES-3. • Project impacts on water supply; refer to Impact Statement USS-1. • Project impacts on the circulation system; refer to Impact Statements TRA-1 through TRA-4. • Request for an evaluation of a variety of project alternatives; refer to Chapter 7.0, *Alternatives to the Proposed Project*.
Individuals		
Al Haro	September 3, 2024	• Impacts of potential annexation/acquisition of personal property; this comment is not applicable to the analysis provided in the EIR. • Suggests use of electric charging stations for project vehicles, particularly trucks; refer to Impact Statement AQ-2.
Nancy Broders	September 6, 2024	
Tim Conley	September 7, 2024	
Thelma Sugay	September 9, 2024	
Rebecca Sallen	September 9, 2024	
Chaochin Lu	September 12, 2024	
Carole Florman	September 16, 2024	
Evangelina T Tan	September 18, 2024	
Glenn Winkelstein	September 18, 2024	
Carol Ann Meuse	No Date	
Rone Hansen	No Date	

Key:
- Impact Statements LU correspond to Section 5.1, *Land Use and Relevant Planning*.
- Impact Statements AES correspond to Section 5.2, *Aesthetics*.
- Impact Statements BIO correspond to Section 5.4, *Biological Resources*.
- Impact Statements CUL correspond to Section 5.5, *Tribal and Cultural Resources*.
- Impact Statements USS correspond to Section 5.11, *Utilities and Service Systems*.
- Impact Statements TRA correspond to Section 5.12, *Transportation*.
- Impact Statements AQ correspond to Section 5.13, *Air Quality*.
- Impact Statements GHG correspond to Section 5.14, *Greenhouse Gas Emissions*.
- Impact Statements EN correspond to Section 5.15, *Energy*.
- Impact Statements PH correspond to Section 5.9, *Population and Housing*.

2.4 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.

- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.

- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics and objectives; as well as associated discretionary actions required.

- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.

- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential project impacts, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topic areas:

    - Land Use and Planning;
    - Aesthetics;
    - Agriculture and Forestry Resources;
    - Biological Resources;
    - Tribal and Cultural Resources;
    - Geology and Soils;
    - Hydrology and Water Quality;
    - Hazards and Hazardous Materials;
    - Population and Housing;
    - Public Services and Recreation;
    - Utilities and Service Systems;
    - Transportation;
    - Air Quality;
    - Greenhouse Gas Emissions;
    - Energy; and
    - Noise.

- Section 6.0, *Other CEQA Considerations*, discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project's growth-inducing impacts, including the potential for population growth, is also discussed.

- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or its location that could avoid or substantially lessen the project's significant impact and still feasibly attain the basic project objectives.

- Section 8.0, *Effects Found Not To Be Significant*, explains potential impacts that have been determined not to be significant. Mineral Resources and Wildfires have been screened from detailed discussion in the EIR and the rationale for this decision can be found in this section.

- Section 9.0, *Organizations and Persons Consulted*, identifies agencies, organizations, and individuals consulted in preparation of the EIR.

- Section 10.0, *Bibliography*, identifies reference sources for the EIR.

- Section 11.0, *Appendices*, contains the project's technical documentation.

2.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, and/or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)*
>
> *"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Game, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)*

2.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. These documents are available for review at the City of Lancaster Community Development Department, located at 44933 Fern Avenue, Lancaster, California 93534.

- *City of Lancaster General Plan 2030 (adopted July 14, 2009).* The *City of Lancaster General Plan 2030* (General Plan) was adopted by the Lancaster City Council on July 14, 2009 and has a horizon year of 2030. The General Plan identifies the types of development that are allowed, and the general pattern of future development within Lancaster. Additionally, the General Plan contains goals, objectives, policies and specific actions that provide the framework for

achieving the community's long-term vision. The General Plan consists of the following elements/plans: Natural Environment, Safety (updated in 2022 and under a separate cover), Active Living, Physical Mobility, Municipal Services and Facilities, Economic Development and Vitality, and Physical Development. The Housing Element (adopted in 2022) is provided under separate cover and covers the 2021-2029 housing cycle. The Environmental Justice Element was adopted in 2022.

In 2017, the City updated the Plan for Physical Mobility in order to incorporate Complete Streets policies and standards. Further, in June 2020, the City adopted vehicle miles traveled (VMT) baselines and thresholds as required by Senate Bill 743 and amended policies in the Plan for Physical Mobility of the General Plan relating to the identification of transportation impacts as part of CEQA compliance and modification to the methodology used to identify transportation-related significant issues associated with land development and infrastructure projects.

- *City of Lancaster General Plan 2030 Master Environmental Assessment (dated April 2009)*. The *City of Lancaster General Plan 2030 Master Environmental Assessment* (General Plan MEA) was prepared in conjunction with the General Plan and provides a description of existing environmental conditions within the General Plan study area. Physical, environmental, cultural, social, and economic conditions for the General Plan study area are identified in the MEA to establish existing conditions (in 2009) and help formulate goals and policies that will guide the City into the future. Topical areas included earth resources, biological resources, land use, population, transportation and circulation, air quality, noise, public services, utilities, cultural and paleontological resources, scenic resources, and fiscal resources. Additionally, information developed as part of the MEA was utilized and summarized for the existing conditions subsection of the *City of Lancaster General Plan 2030 Final Environmental Impact Report* described below.

- *City of Lancaster General Plan 2030 Final Environmental Impact Report (certified April 2009)*. The *City of Lancaster General Plan 2030 Final Environmental Impact Report* (General Plan EIR) evaluated the environmental impacts associated with buildout of the General Plan. The General Plan EIR concluded that environmental impacts would be reduced to less than significant levels with implementation of existing regulatory requirements and mitigation measures with the exception of traffic and circulation, short- and long-term air quality, short- and long-term noise, hydrology/water quality, and water supply.

- *Lancaster Municipal Code (current through Ordinance 1117, updated August 22, 2024)*. The *Lancaster Municipal Code* (LMC) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Lancaster. The LMC is one of the City's primary tools to implement control of land uses, in accordance with General Plan goals and policies. The Lancaster Zoning Code, included as LMC Title 17, *Zoning*, provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City.

- *Los Angeles County Antelope Valley Area Plan* (adopted June 16, 2015). The *Los Angeles County Antelope Valley Area Plan* (Area Plan) is a comprehensive long-range plan to guide development in the Antelope Valley. The Area Plan was created to achieve the communities' shared vision of the future through specific goals, policies, land use and zoning maps, and other planning instruments. The Area Plan replaces the previously adopted *1986 Antelope Valley Areawide General Plan*.

- *Los Angeles Countywide General Plan* (updated October 6, 2015). The unincorporated area of Los Angeles County is comprised of approximately 2,650 square miles, and over one million people. The *Los Angeles Countywide General Plan* (County General Plan) provides the policy framework and establishes the long range vision for how and where the unincorporated areas will grow, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. This document represents a comprehensive effort to update the County's 1980 General Plan.

- *Los Angeles County General Plan Update Final Environmental Impact Report* (March 2015). The *Los Angeles County General Plan Update Final Environmental Impact Report* (County General Plan EIR) addresses the environmental effects associated with the implementation of the County General Plan. Based on the analysis, it was determined that impacts associated with agriculture and forestry resources, air quality, biological resources, historic resources, greenhouse gas emissions, mineral resources (only within the Antelope Valley Area Plan), noise, transportation/traffic, and water supply would be significant and unavoidable.

- *Los Angeles County Code* (current through Ordinance 2024-0037, passed June 25, 2024). The *Los Angeles County Code* (County Code) consists of all the regulatory and penal ordinances and administrative ordinances of the County of Los Angeles. The County Code is one of the County's primary tools to implement control of land uses, in accordance with County General Plan goals and policies. The County Zoning Code, included as County Code Title 22, *Planning and Zoning*, provides the legislative framework to implement and enhance the County General Plan by classifying and regulating the uses of land and structures within the County.

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3.0 PROJECT DESCRIPTION

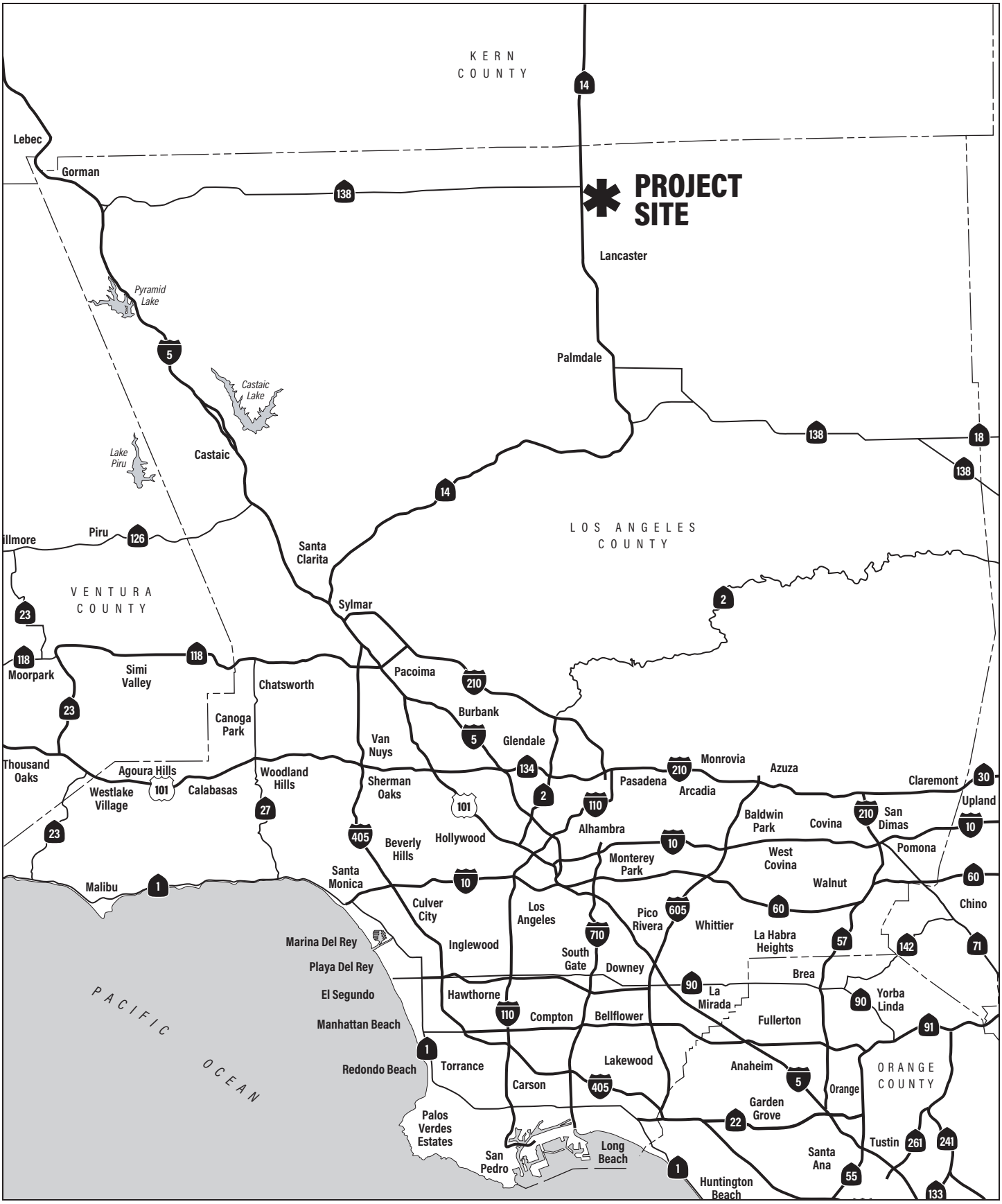
3.1 PROJECT LOCATION AND SETTING

3.1.1 PROJECT LOCATION

The Antelope Valley is located in the northern portion of the County of Los Angeles, in the geographic sub-region of the western tip of the Mojave Desert and is situated between the Tehachapi, Sierra Pelona, and San Gabriel Mountains; refer to Exhibit 3-1, *Regional Vicinity*. On a regional basis, the area is accessible via State Route 14 (SR-14) and State Route 138 (SR-138).

As shown on Exhibit 3-2, *Project Site Boundaries*, the project site encompasses approximately 7,153 acres in the Antelope Valley portion of unincorporated Los Angeles County. The site is generally bound by Avenue B to the north, Sierra Highway and Edwards Air Force Base to the east, Avenue G to the south, and 30th Street West to the west. SR-14, Sierra Highway, 10th Street West, and 20th Street West transect the site in a north-south direction. Unincorporated Los Angeles County surrounds the project site to the north, east, and west. The City of Lancaster (City) is located to the south and west of the site. The site consists of the following Assessor's Parcel Numbers (APNs):

- 3114-006-001, 002, 004, 005, 006, 008 thru 017, 901, 902, 903;
- 3114-007-008, 009, 010, 012, 013, 018 thru 027;
- 3114-008-002, 007 thru 011, 014 thru 021;
- 3114-009-001 thru 004, 006 thru 024;
- 3114-010-013, 026, 029, 036, 039, 040, 043, 045 thru 048, 053, 055, 060, 061;
- 3115-005-002 thru 006, 008, 010, 011, 012;
- 3115-006-001, 003 thru 009, 011 thru 032, 034 thru 043;
- 3115-007-053, 054;
- 3115-011-003, 005, 008 thru 024;
- 3115-012-003 thru 006, 008 thru 011, 013 thru 040;
- 3116-005-002 thru 006, 008 thru 014, 018 thru 021, 023, 024, 026, 027;
- 3116-006-064 thru 069, 900 thru 940;
- 3116-007-900 thru 904;
- 3116-008-013 thru 015, 017 thru 022, 024, 025, 026, 028, 029, 030, 032, 038, 040, 042 thru 045, 062, 063, 068 thru 072, 082 thru 085;
- 3116-009-001 thru 011, 014, 017, 019 thru 025, 027 thru 030, 033 thru 040;
- 3116-010-002 thru 007, 009, 010, 011, 013 thru 019, 022, 024, 025, 026, 031 thru 035, 038 thru 045, 047, 049 thru 054, 056 thru 063, 065, 066, 068, 070 thru 076;
- 3116-011-003, 005, 006, 010, 011, 013, 015, 016, 017, 019 thru 029, 031 thru 047, 049 thru 052, 054, 055;



WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

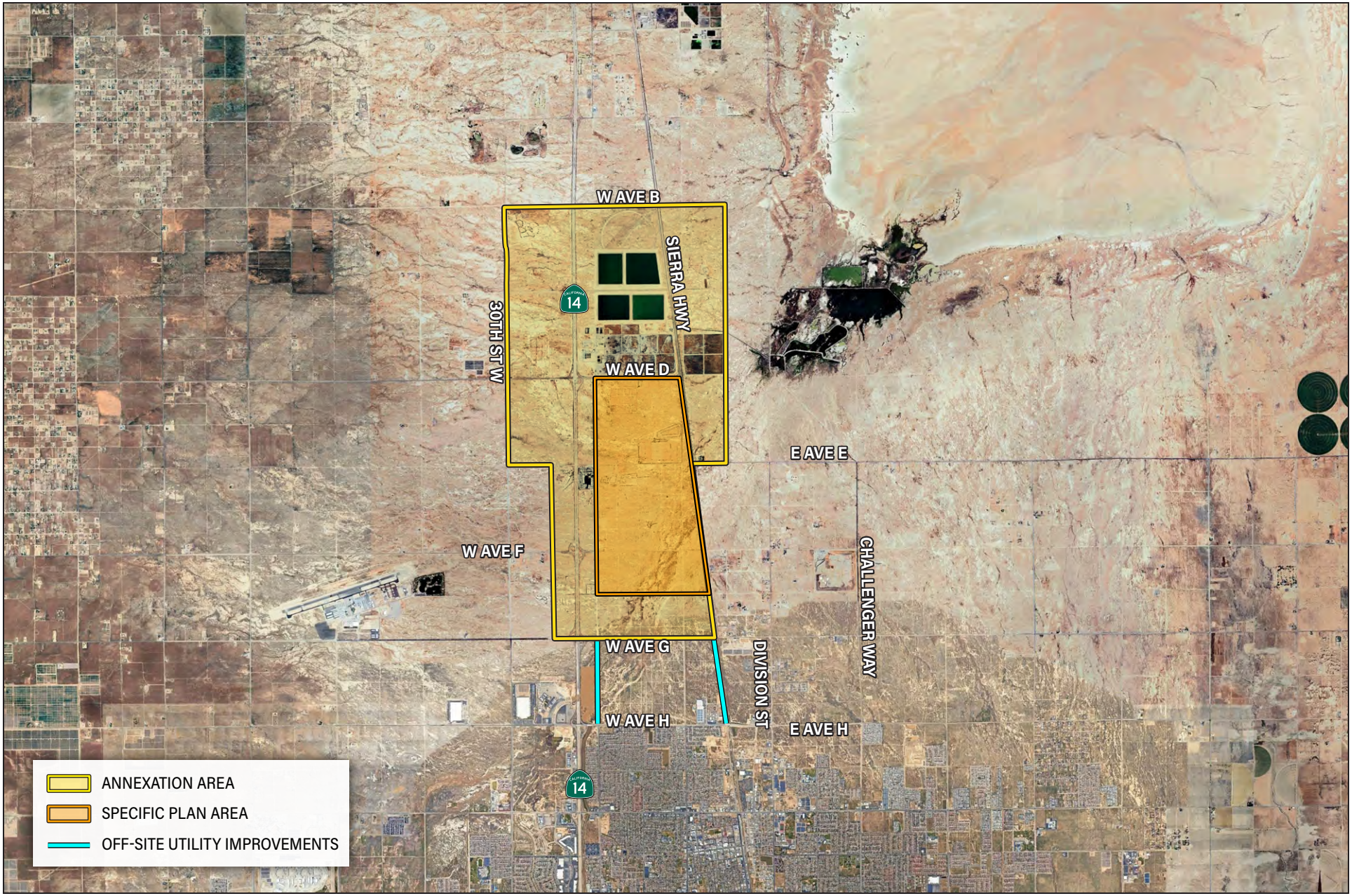
Regional Vicinity

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

Exhibit 3-1



Source: Google Earth Pro, March 2025

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Project Site Boundaries

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

Exhibit 3-2

- 3116-012-002 thru 005, 007 thru 011, 013, 015, 016, 018 thru 031, 033, 035, 036, 038, 041, 042, 044 thru 051, 053 thru 060;
- 3116-013-003, 004, 005, 007, 009 thru 015, 017, 019, 023, 025 thru 029, 031, 034 thru 040, 042, 044, 045, 046, 900, 901;
- 3116-014-001 thru 016, 018 thru 025, 028 thru 040;
- 3116-015-002, 003;
- 3116-016-002 thru 016;
- 3116-017-001 thru 016;
- 3116-018-001 thru 032;
- 3116-019-002 thru 021;
- 3116-020-002, 004 thru 012, 015 thru 021, 023 thru 026, 028, 029, 031, 032, 033, 035 thru 045, 047, 048, 049, 052, 053, 055 thru 059;
- 3116-021-002 thru 028, 030, 031, 032;
- 3116-022-001 thru 006;
- 3116-023-900 thru 946;
- 3116-024-900 thru 938;
- 3116-025-900 thru 903;
- 3117-005-001, 003 thru 035, 040 thru 044;
- 3117-006-001, -005 thru 014, 016 thru 036, 038 thru 042;
- 3117-007-001, 005, 007, 011, 016, 019, 020, 027, 030, 032 thru 039;
- 3118-001-006, 007, 010 thru 013;
- 3118-002-002 thru 009, 011, 013, 022, 024, 027, 029 thru 032, 035, 036, 037, 040, 042 thru 045, 047 thru 056, 058 thru 063, 065, 066, 067, 070 thru 076;
- 3118-003-049, 051, 061 thru 064, 069, 088, 093, 094, 095, 104, 113 thru 117, 121, 125 thru 128, 131 thru 134, 143 thru 147;
- 3118-015-003, 010, 011, 012;
- 3118-016-001 thru 010, 012 thru 017, 019 thru 022, 024 thru 027, 029 thru 036;
- 3118-017-003, 005 thru 010, 012 thru 019, 021 thru 031;
- 3118-018-001, 002, 004, 007 thru 021, 023 thru 028;
- 3145-005-035, 046, 051, 058, 061, 063, 073, 074, 076 thru 079, 081, 082, 085, 086, 087, 089, 090, 091, 800, 802, 901 thru 921;
- 3145-009-001 thru 016, 800;
- 3145-011-028, 033, 036, 038, 041, 048, 051 thru 054, 073, 074, 077, 078, 081, 082, 084, 085, 089, 091 thru 096, 099, 100, 105, 106, 108, 110, 113, 117, 119, 120, 124 thru 127, 129 thru 135, 801, 802, 906 thru 920;
- 3145-012-014, 026 thru 032, 034, 043, 044, 045, 048, 051, 052, 056 thru 059, 061 thru 064, 067, 068, 071 thru 075, 077 thru 080, 801; and
- 3145-040-801, 900 thru 921.

As shown on Exhibit 3-2, the project site consists of two areas as described below:

- **Annexation Area:** The annexation area encompasses the entirety of the approximately 7,153-acre project site.
- **North Lancaster Industrial Specific Plan Area:** The approximately 1,860-acre North Lancaster Industrial Specific Plan (NLISP; Specific Plan) area is generally located in the center of the project site. The Specific Plan area is bounded by Avenue D to the north, Sierra Highway to the east, Avenue F-8 to the south, and 20th Street West to the west.

Off-site utility improvements to the south of the project site are also proposed along 20th Street West, 10th Street West, and Sierra Highway; refer to Exhibit 3-2.

3.1.2 ENVIRONMENTAL SETTING

Much of the project site is vacant and undeveloped with scattered rural residences, mobile home parks, and industrial uses. The Lancaster Water Reclamation Plant is in the northern portion of the site. As stated, the entire project site is in unincorporated Los Angeles County. According to the *Los Angeles County Department of Regional Planning GIS-NET Public*, the site is designated: Rural Land 10 (RL10), Rural Land 20 (RL20), Rural Land 2 (RL2), Public and Semi-Public (P), Residential 5 (H5), Mixed-Use – Rural (M-UR), and Light Industrial (IL).[1] Additionally, the site is zoned Heavy Agricultural (A-2-2), Residential Agricultural (R-A), Light Manufacturing (M-1), and Rural Mixed Use Development (MXD-RU).[2]

According to the *City of Lancaster General Plan 2030* (General Plan) *Land Use Map* (General Plan Land Use Map), the project site is located in the City's Sphere of Influence (SOI) and is designated Non-Urban Residential (NU), Heavy Industrial (HI), Specific Plan (SP), and Multi-Residential (MR-1).[3] The City does not currently identify any zoning for the project site given that the site is outside of the City's jurisdiction.[4]

3.2 BACKGROUND AND HISTORY

As stated, the project area is predominantly vacant and undeveloped with scattered rural residences, mobile home parks, and industrial uses. In response to growing interest in industrial development in Lancaster and the general Antelope Valley area, the City is proposing to annex the project site into the City's jurisdiction and develop a Specific Plan to guide industrial development in the northern Lancaster area. Allowable industrial uses are anticipated to include, but are not limited to,

1 County of Los Angeles, *Los Angeles County Department of Regional Planning GIS-NET Public*, https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed September 3, 2024.
2 Ibid.
3 City of Lancaster, *City of Lancaster General Plan Land Use Map*, https://www.cityoflancasterca.org/home/showpublisheddocument/9333/635944339787900000, July 14, 2009.
4 City of Lancaster, *City of Lancaster Zoning Map*, https://www.cityoflancasterca.org/home/showpublisheddocument/12653/638399540671430000, adopted July 13, 2010, revised December 22, 2023.

manufacturing and assembly; warehouse, transportation, freight, and storage services; public and institutional uses; commercial uses; and other uses described below.

3.3 PROJECT CHARACTERISTICS

3.3.1 PROJECT DESCRIPTION

The proposed project involves two components: 1) annexation of the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and 2) adoption of the proposed NLISP, which would allow up to approximately 38,530,998 square feet (sf) of industrial development. Required discretionary entitlements associated with the proposed project are further described below.

ANNEXATION (ANX24-002)

The proposed project includes the annexation of approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. The annexation would be subject to the Los Angeles County Local Agency Formation Commission (LAFCO) annexation process.

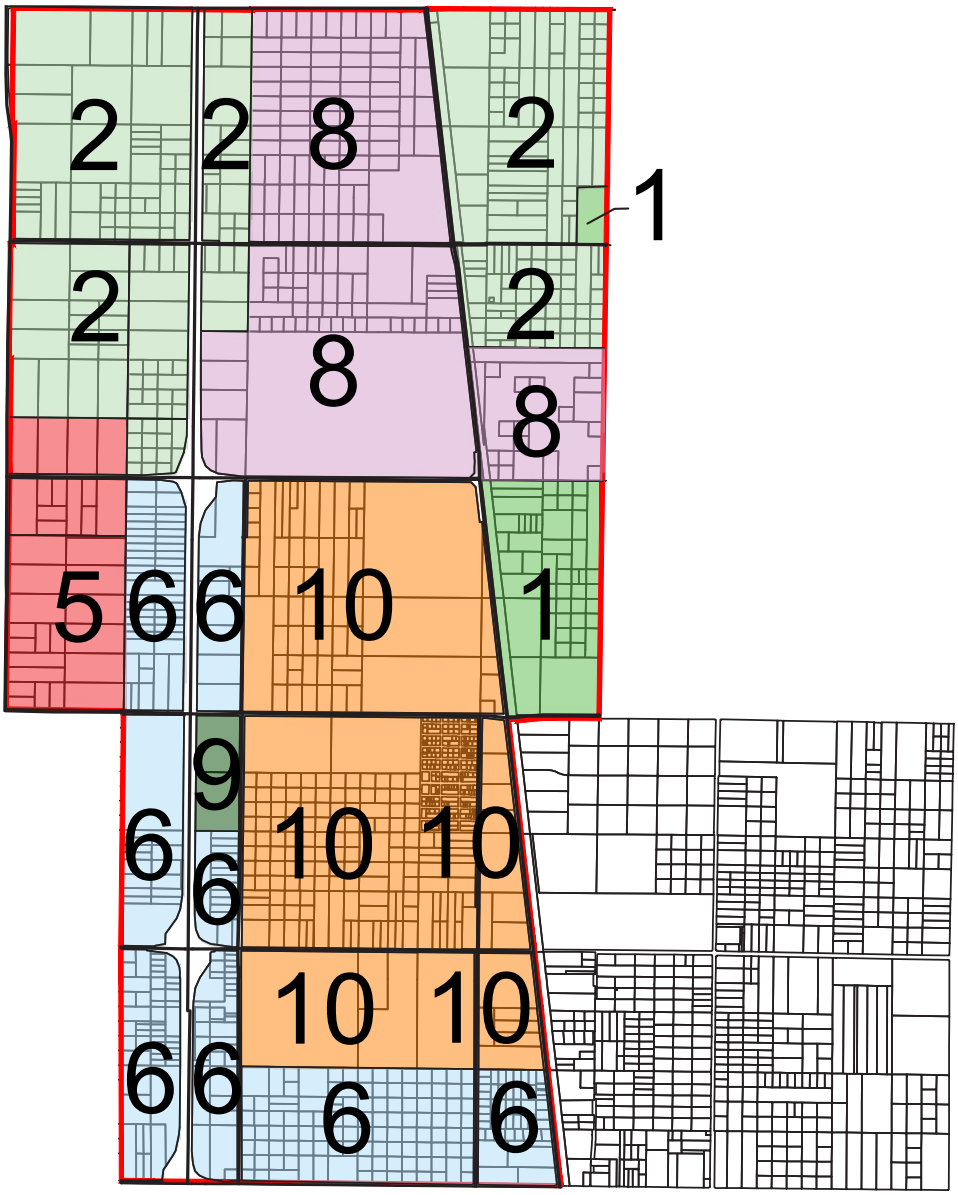
GENERAL PLAN AMENDMENT (GPA24-002)

A General Plan Amendment would be required to amend the General Plan Land Use Map to reflect annexation of the project site and application of the proposed land use designations, including NU, Mixed Use (MU), Light Industrial (LI), Public (P), MR1, and SP; refer to Exhibit 3-3, *Proposed General Plan and Zoning*.

Potential buildout of the annexation area (excluding the Specific Plan area) would result in up to 15,594,480 sf of nonresidential development and 1,837 dwelling units; refer to Table 3-1, *Annexation Area Buildout Potential*.

Table 3-1
Annexation Area Buildout Potential

Land Use	Buildout
Industrial Park	5,793,480 SF
Warehousing	3,620,925 SF
High-Cube Parcel Hub	3,620,925 SF
High-Cube Cold Storage	1,448,370 SF
Single-Family Detached	719 units
Multi-family (Low-Rise) Residential	683 units
Multi-family (Mobile Home Park)	435 units
Business Park	1,110,780 SF
TOTAL	**15,594,480 SF and 1,837 units**
Notes: SF=square feet This buildout does not include buildout of land uses within the Specific Plan area.	



LAND USE		LANCASTER GP DESIGNATIONS		LANCASTER ZONING DESIGNATIONS	
1	314 Acres	NU	(NON-URBAN RESIDENTIAL 1 DU/2.5 AC. TO 2 DU/AC.	RR-2.5	(RURAL RESIDENTIAL 2.5, 1 DU/ 100,000 SF)
2	1,760 Acres	NU	(NON-URBAN RESIDENTIAL 1 DU/2.5 AC. TO 2 DU/AC.	RR-2.5	(RURAL RESIDENTIAL 2.5, 1 DU/ 100,000 SF)
5	408 Acres	MU	(MIXED USE) 21 DU/AC., 1.0 FAR RETAIL, OFFICE, SERVICE USES	MU-E	(MIXED USE-EMPLOYMENT)
6	1,330 Acres	LI	LIGHT INDUSTRY	LI	LIGHT INDUSTRY
8	1,415 Acres	P	PUBLIC USES	P	PUBLIC USES
9	70 Acres	MR1	MULTIPLE FAMILY RESIDENTIAL	MHP	MOBILE HOME PARK
10	1,864 Acres	SP	SPECIFIC PLAN	SP	SPECIFIC PLAN

Source: T&B Planning, 2025

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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Proposed General Plan and Zoning

Exhibit 3-3

PRE-ZONING (PZ24-001)

The proposed Specific Plan area would be pre-zoned Specific Plan (SP) to allow for implementation of the proposed NLISP while the remainder of the annexation area would be pre-zoned a mix of zoning designations, including Rural Residential 2.5 (RR-2.5), Mixed Use-Employment (MU-E), LI, P, Mobile Home Park (MHP), and SP; refer to Exhibit 3-3.

SPECIFIC PLAN (SP24-002)

A specific plan is intended as a regulatory tool used to implement the General Plan and direct development within a defined geographic area. While the General Plan is the primary vehicle to guide City-wide growth and development, a Specific Plan customizes the development goals and objectives, as well as the land use regulations for a defined area, consistent with the City's vision for the site, the surrounding context, and the distinct characteristics of the site. The NLISP is proposed to allow for a site-specific land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent development activities would be implemented.

The proposed Specific Plan area would encompass approximately 1,860 acres in the central portion of the annexation area and would consist of the following APNs:

- 3116-008-013 thru 015, 017 thru 022, 024, 025, 026, 028, 029, 030, 032, 038, 043, 044, 045, 062, 063, 068, 069, 082 thru 085;
- 3116-009-001 thru 011, 014, 017, 019 thru 025, 027 thru 030, 033 thru 040;
- 3116-010-002 thru 007, 009, 010, 011, 013 thru 019, 022, 024, 025, 026, 031 thru 035, 038 thru 045, 047, 049 thru 054, 056 thru 063, 065, 066, 068, 070 thru 076;
- 3116-011-003, 005, 006, 010, 011, 013, 015, 016, 017, 019 thru 029, 031 thru 047, 049 thru 052, 054, 055;
- 3116-012-002 thru 005, 007 thru 011, 013, 015, 016, 018 thru 031, 033, 035, 036, 038, 041, 042, 044 thru 051, 053 thru 060;
- 3116-013-003, 004, 005, 007, 009 thru 015, 017, 019, 023, 025 thru 029, 031, 034 thru 040, 042, 044, 045, 046, 900, 901;
- 3116-014-001 thru 016, 018 thru 025, 028 thru 040;
- 3116-017-001 thru 016;
- 3116-018-001 thru 032;
- 3116-019-002 thru 021;
- 3116-020-002, 004 thru 012, 015 thru 021, 023 thru 026, 028, 029, 031, 032, 033, 035 thru 045, 047, 048, 049, 052, 053, 055 thru 059;
- 3116-021-003 thru 028;
- 3116-022-001 thru 006;
- 3118-001-006, 007, 010 thru 013; and
- 3118-015-003, 010, 011, 012.

The proposed NLISP is organized into several chapters consisting of the Introduction, Existing Conditions, Plan Elements, Design Guidelines, Development Regulations, and Implementation Plan. The Plan Elements, Design Guidelines, and Development Regulations chapters would guide physical development within the Specific Plan area and are further described below.

PLAN ELEMENTS

In accordance with Government Code Section 65451, the Plan Elements describe the distribution, location, and extent of the uses of land within the area covered by the plan; the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan; the standards and criteria by which development will proceed; a program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the plan; and includes a statement of the relationship of the NLISP to the General Plan.

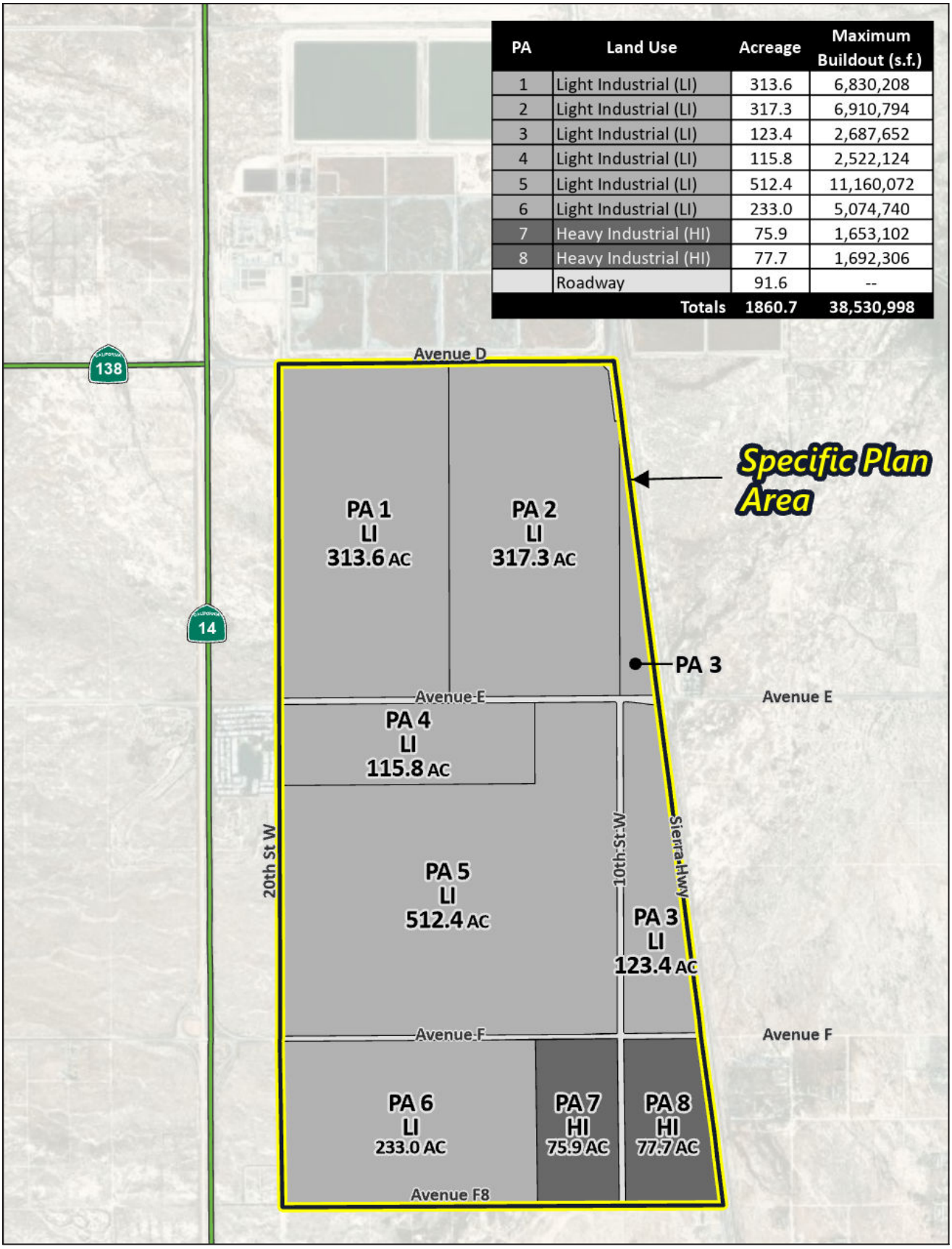
Land Use Plan

The NLISP allows for two land use types within eight planning areas: LI and HI. Exhibit 3-4, *Conceptual Land Use Plan*, depicts the physical arrangement of the planning areas and land use designations and the major roadways within and abutting the NLISP area.

Table 3-2, *NLISP Buildout Potential*, identifies each planning area and their respective land use designation, approximate acreage, and maximum development intensity. The maximum amount of total building area permitted in the Specific Plan area is 38,530,998 sf (identified hereafter as "approximately 38.5 million sf" for brevity throughout this EIR).

Table 3-2
NLISP Buildout Potential

Planning Area	Land Use	Acreage	Proposed Density	Maximum Buildout
1	Light Industrial (LI)	313.6	0.5 FAR	6,830,208
2	Light Industrial (LI)	317.3		6,910,794
3	Light Industrial (LI)	123.4		2,687,652
4	Light Industrial (LI)	115.8		2,522,124
5	Light Industrial (LI)	512.4		11,160,072
6	Light Industrial (LI)	233.0		5,074,740
7	Heavy Industrial (HI)	75.9		1,653,102
8	Heavy Industrial (HI)	77.7		1,692,306
	Roadway	91.6	--	--
	TOTAL	**1,860.7 acres**		**38,530,998SF**
Notes: FAR = floor area ratio; SF = square feet				



PA	Land Use	Acreage	Maximum Buildout (s.f.)
1	Light Industrial (LI)	313.6	6,830,208
2	Light Industrial (LI)	317.3	6,910,794
3	Light Industrial (LI)	123.4	2,687,652
4	Light Industrial (LI)	115.8	2,522,124
5	Light Industrial (LI)	512.4	11,160,072
6	Light Industrial (LI)	233.0	5,074,740
7	Heavy Industrial (HI)	75.9	1,653,102
8	Heavy Industrial (HI)	77.7	1,692,306
	Roadway	91.6	--
	Totals	**1860.7**	**38,530,998**

Source: T&B Planning, 2025

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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Conceptual Land Use Plan

Exhibit 3-4

Within Planning Areas 2, 4, 6, 7, and 8, the project consists of the construction of approximately 11.3 million square feet of industrial warehouse buildings and associated site improvements. These buildings are anticipated to be constructed over a five-year duration.

Light Industrial (LI)

Planning Areas 1 through 6 are designated for LI uses and cover approximately 1,615.5 acres. Planning Areas 1 through 6 cover a majority of the Specific Plan area. Up to 35,185,592 square feet of building floor area is permitted with a maximum floor area ratio (FAR) of 0.5. The LI uses are envisioned to contain a range of manufacturing, warehousing and distribution, fulfillment center, parcel hub, indoor and outdoor storage, food manufacturing, repair shops, office, community facilities, commercial, and other similar activities or uses. Refer to Table 5-1, *Permitted Uses*, in the NLISP for a comprehensive list of uses.

Heavy Industrial (HI)

Planning Areas 7 and 8 are designated HI uses and cover approximately 153.0 acres located in the southeastern portion of the Specific Plan area. Up to 3,345,408 square feet of building floor area is permitted in Planning Areas 7 and 8 with a maximum FAR of 0.5. The HI uses are envisioned to provide a range of medium to high intensity industrial uses such as manufacturing, assembly, research and development, parcel hub, truck terminal, equipment repair, warehousing and distribution, and outdoor storage and stacking. Refer to Table 5-1, *Permitted Uses*, in the NLISP for a comprehensive list of uses.

Circulation and Access Plan

The Circulation and Access Plan within the proposed NLISP describes anticipated buildout of the circulation network within the Specific Plan area.

Vehicular Circulation

Vehicular roadways are planned to be designated as major arterials (Avenue D, Avenue E, Avenue F, 20th Street West, and 10th Street West, and Sierra Highway) and secondary arterials (Avenue F-8); refer to Exhibit 3-5, *Vehicular Circulation and Access Plan*.

Major arterials would be designed to have a 100-foot-wide right-of-way, with 72 feet of the right-of-way designated for vehicles and 14 feet on each side of the right-of-way designated for parkway landscaping and a meandering sidewalk. Secondary arterials would be designed to have an 84-foot-wide right-of-way, with 56 feet of the right-of-way designated for vehicles and 14 feet on each side of the right-of-way designated for parkway landscaping and meandering sidewalks.

The design details within each roadway right-of-way, such as travel lane and turn lane striping patterns, lane widths, bike lane design, and pedestrian access design, would be determined as part of the Site Plan Review approval for future developments. Final street design, intersection design, intersection spacing, intersection right-of-way, and traffic controls would be required to conform to the City of

Lancaster's General Plan Circulation Element, *Master Plan of Complete Streets*, and other applicable City standards.

Non-Vehicular Circulation

The NLISP plans for a network of sidewalks and bicycle lanes within the street right-of-ways; refer to Exhibit 3-6, *Non-Vehicular Circulation and Access Plan*. As illustrated, meandering sidewalks are planned along all major and secondary arterial roadways. The non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail system.

Utility Infrastructure Plans

The NLISP includes utility infrastructure plans for potable water, recycled water, and sanitary sewer, stormwater, and dry utilities.

- *Potable Water Plan*: Potable water service would be provided by the Los Angeles County Waterworks District (LACWD). As depicted on Exhibit 3-7, *Potable Water Infrastructure Plan*, an existing LACWD 36-inch water main runs along Avenue H, approximately 1.5 miles south of the Specific Plan area. The existing water main would provide points of connection at 20th Street West, 10th Street West, and Sierra Highway. Future on-site improvements include installing water lines within 20th Street West, 10th Street West, Avenue F-8, Avenue F, Avenue E, and Avenue D; within the common border between Planning Areas 1 and 2; and within Sierra Highway. Future off-site improvements include installing water lines within 20th Street West, 10th Street West; and Sierra Highway from Avenue F-8 to Avenue H.

- *Recycled Water Plan*. Recycled water service would be provided by the Los Angeles County Sanitation Districts (LACSD). As depicted on Exhibit 3-8, *Recycled Water Infrastructure Plan*, there are no existing recycled water lines within the Specific Plan area. Planned on-site improvements include installing recycled water lines within 20th Street, along the common border between Planning Areas 1 and 2, within Sierra Highway, within Avenue D, within Avenue E, and within Avenue F. Planned off-site improvements include installing recycled water lines within 20th Street West between Avenue F-8 and Avenue H, and within Sierra Highway between Avenue F-8 and Avenue H.

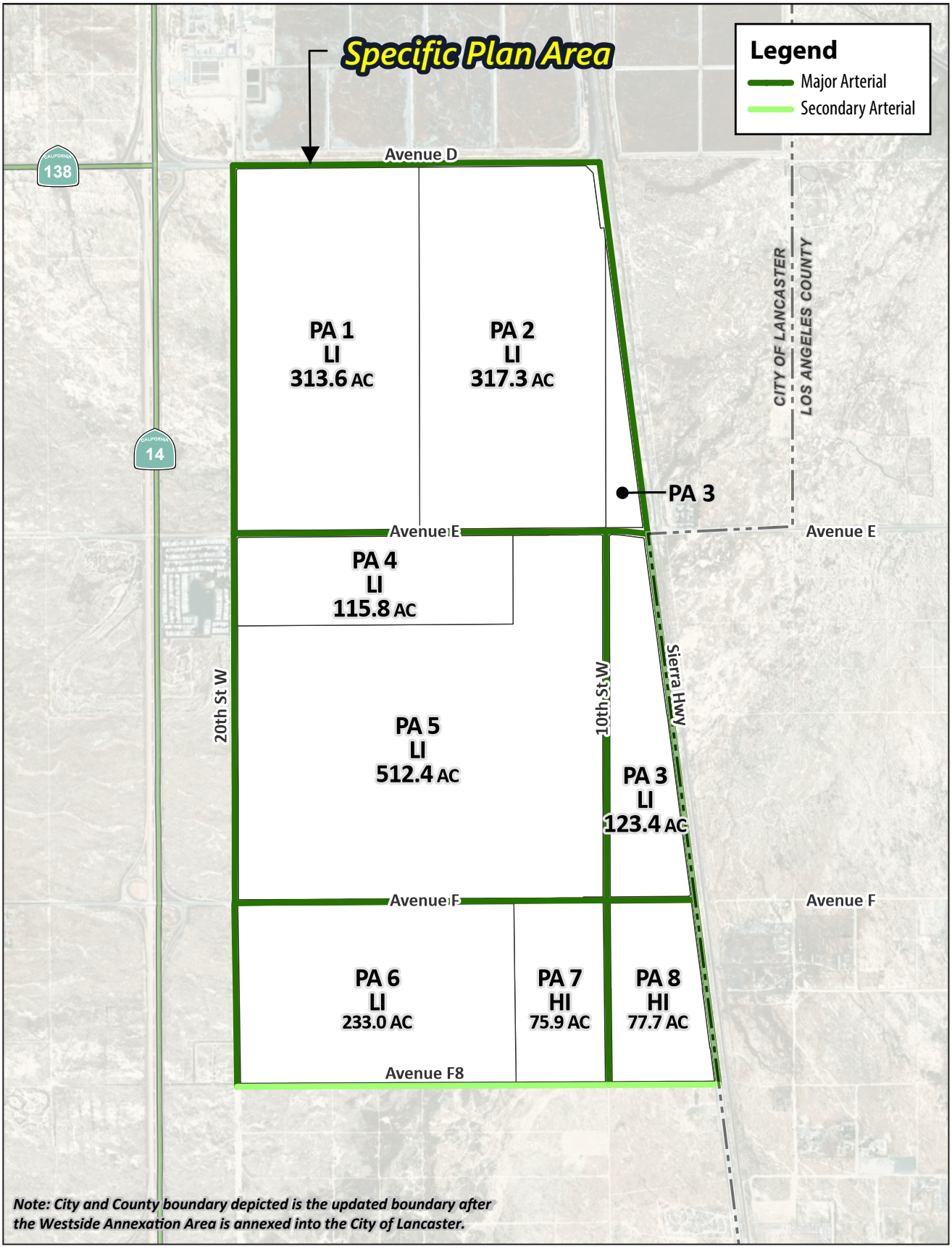
- *Sanitary Sewer Plan*. Sanitary sewer service would be provided by the LACSD. As depicted on Exhibit 3-9, *Sanitary Sewer Infrastructure Plan*, an existing sanitary sewer line runs along 20th Street West, traversing the western border of the Specific Plan area. The existing sanitary sewer main would provide points of connection at the intersection of Avenue D and 20th Street West, Avenue E and 20th Street West, and Avenue F and 20th Street West. Future planned sewer lines would occur within Avenue D, Avenue E, Avenue F, the southern section of 10th Street West, and within the common border of Planning Areas 6 and 7.

- *Stormwater Management Plan*. The master storm drain system for the Specific Plan area would follow the standards provided in the *City of Lancaster Master Plan of Drainage*. Best management practices for industrial and heavy industrial development in the Specific Plan area would include erosion control, directing of stormwater runoff away from operating, processing, fueling, cleaning and storage areas, and exercising general best practices to minimize operational water quality impacts.

- *Dry Utilities Plan*. Electricity is provided by Lancaster Choice Energy and Southern California Edison (SCE) provides the distribution, billing, and customer service to the Specific Plan area. Communication services are offered by multiple carriers, including Race Communications and Frontier Communications. Natural gas is provided by Southern California Gas Company (SCG). As shown on Exhibit 3-10, *Dry Utilities Infrastructure Plan*, existing dry utility lines are within Avenue D, Avenue E, 10th Street West, and the northern portion of Sierra Highway. The existing dry utility lines provide points of connection at the intersection of Avenue F and 10th Street West and along Avenue E, and at the common border of Planning Areas 1 and 2. Future planned dry utility improvements would include installing lines within 20th Street West, the southern portions of Sierra Highway, Avenue F, along the common border between Planning Areas 1 and 2, and within Planning Area 6. Future planned off-site improvements would include installation of dry utility lines along 20th Street West and Sierra Highway between Avenue F-8 and Avenue H.

In addition to the plan elements described above, there may be a need for the development of a substation, either SCE or customer owned, within the Specific Plan area to ensure the reliability of power. The physical and electrical size of the substation would be designed and built in accordance with SCE standards to meet the forecasted load for area development. The substation would be unmanned and automated and located on an approximately 20-acre site. Specific activities associated with the construction of the substation would include the following:

- Extension of one or more source lines that are proposed to loop into and terminate at the substation to provide a source for all the load connected to the substation;
- Construction of the substation itself on an appropriately selected parcel of land that meets all grading, geotechnical, and other seismic requirements;
- Equipment at the substation would include, but is not limited to, transformers, busses, capacitors, circuit breakers, circuit switches control infrastructure, control buildings and other associated equipment required for the safe and reliable operation of the substation;
- Construction of several new underground and/or overhead circuit getaways;
- Construction of distribution circuitry in overhead and/or underground configurations as appropriate to connect to and serve customers in the development area as well as potential customers that are in proximity to the development area;
- Installation of telecommunication facilities to connect the proposed substation to SCE's exiting telecommunications system, supervisory control and telemetering and monitoring systems;
- Installation of automated and/or manual control mechanisms, telemetering recording devices, security systems, and all necessary equipment to secure and monitor the proposed substation; and



Source: T&B Planning, 2025

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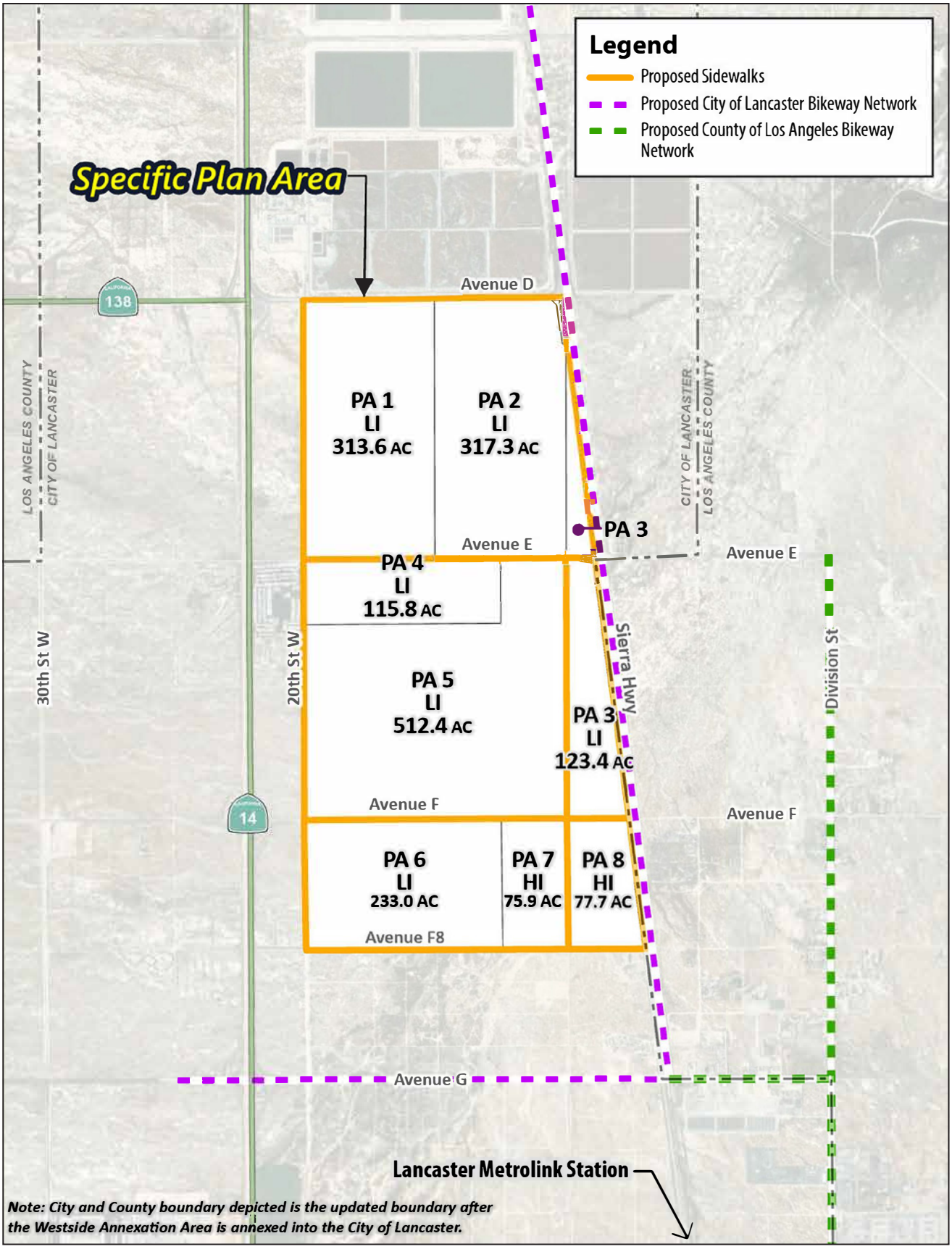
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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Vehicular Circulation and Access Plan

Exhibit 3-5



Source: T&B Planning, 2025

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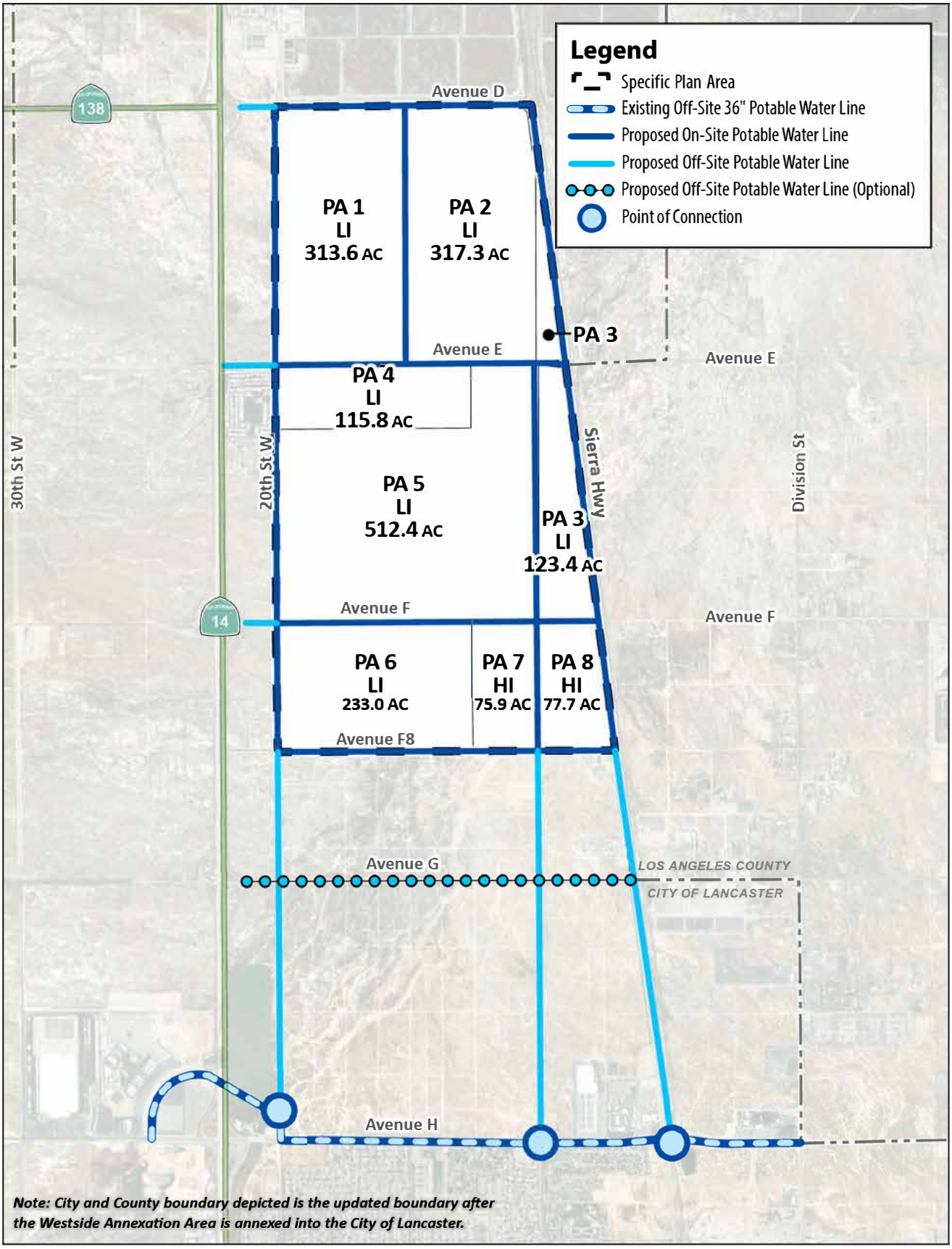
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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Non-Vehicular Circulation and Access Plan

Exhibit 3-6



Source: T&B Planning, 2025

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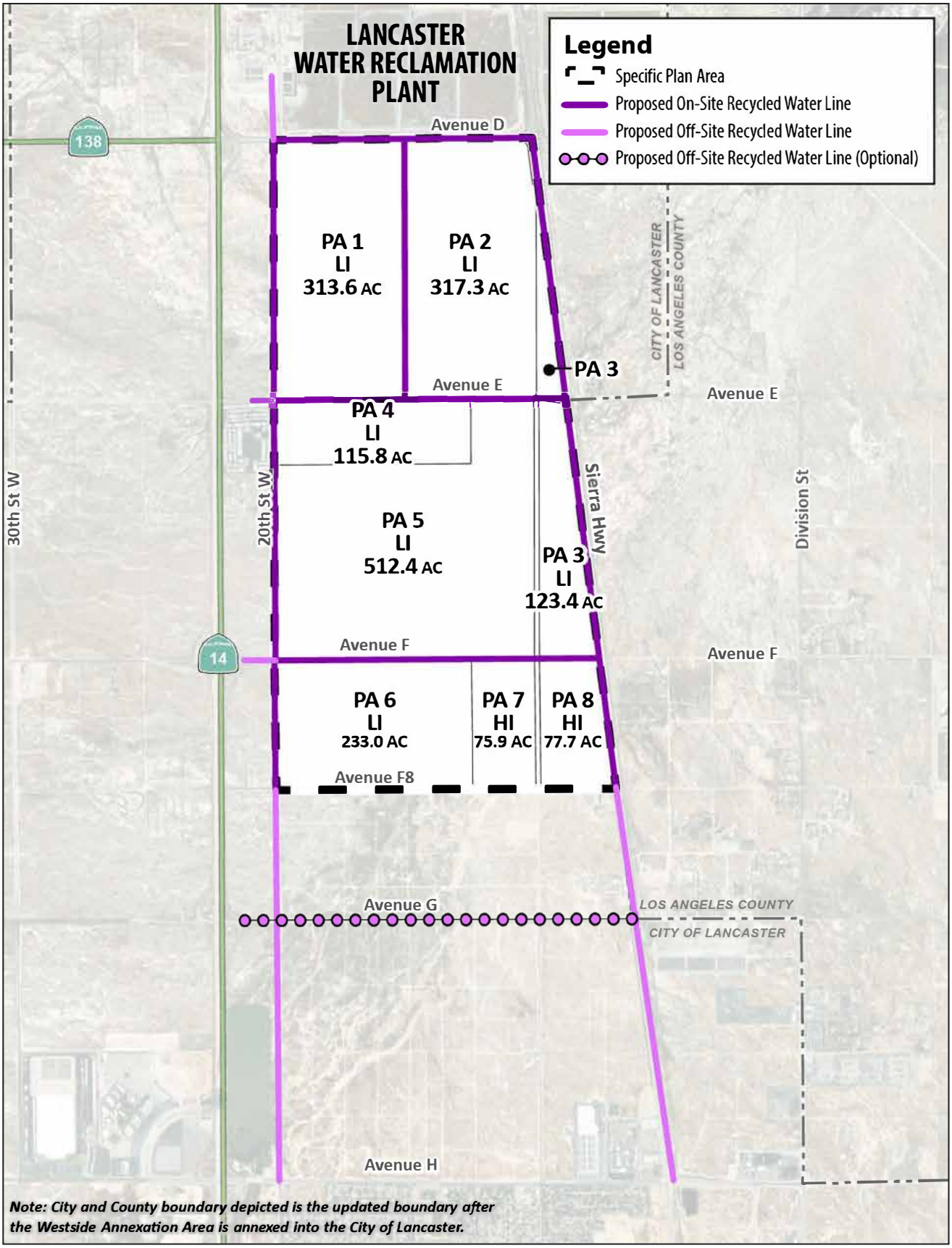
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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Potable Water Infrastructure Plan

Exhibit 3-7



Source: T&B Planning, 2025

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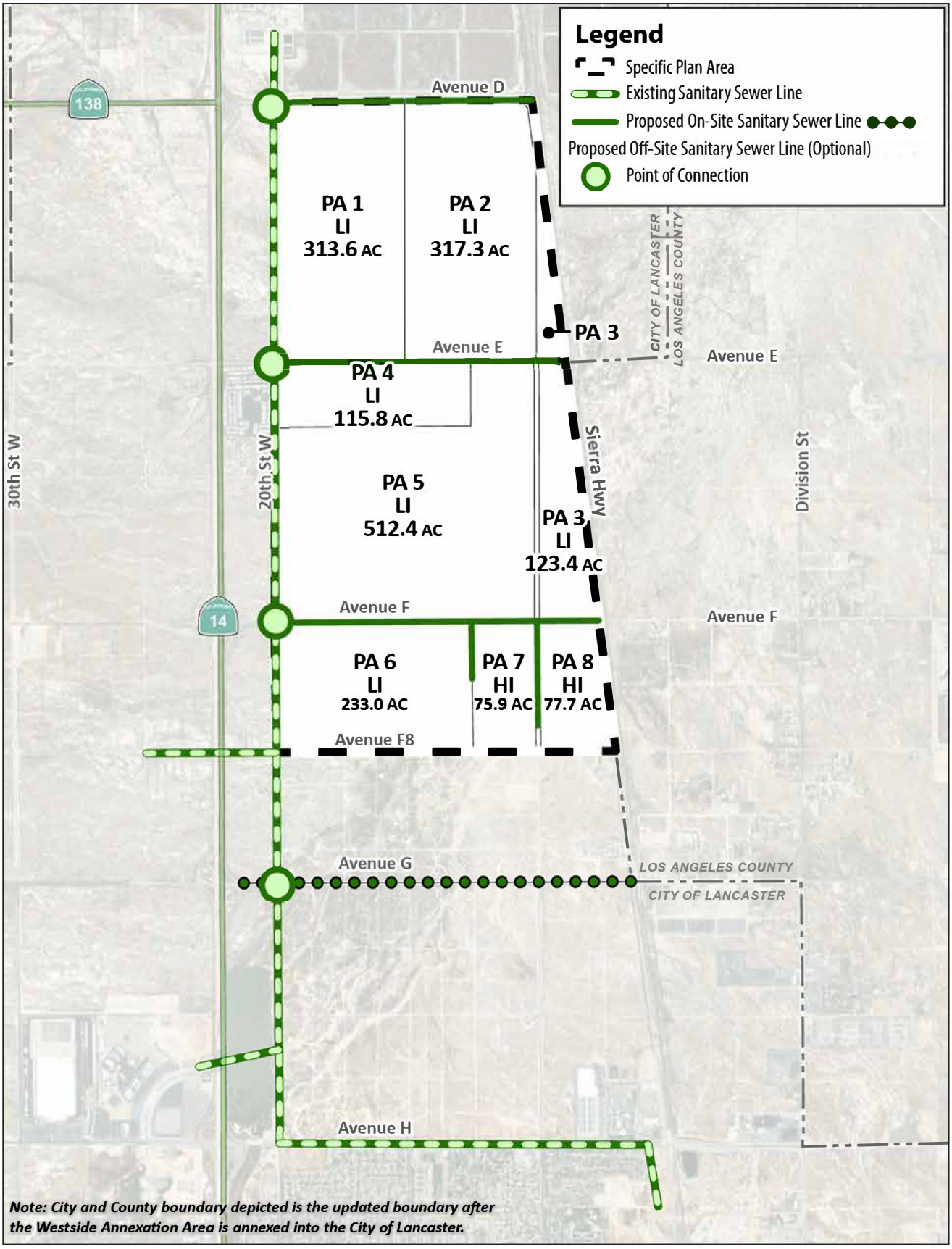
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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Recycled Water Infrastructure Plan

Exhibit 3-8



Source: T&B Planning, 2025

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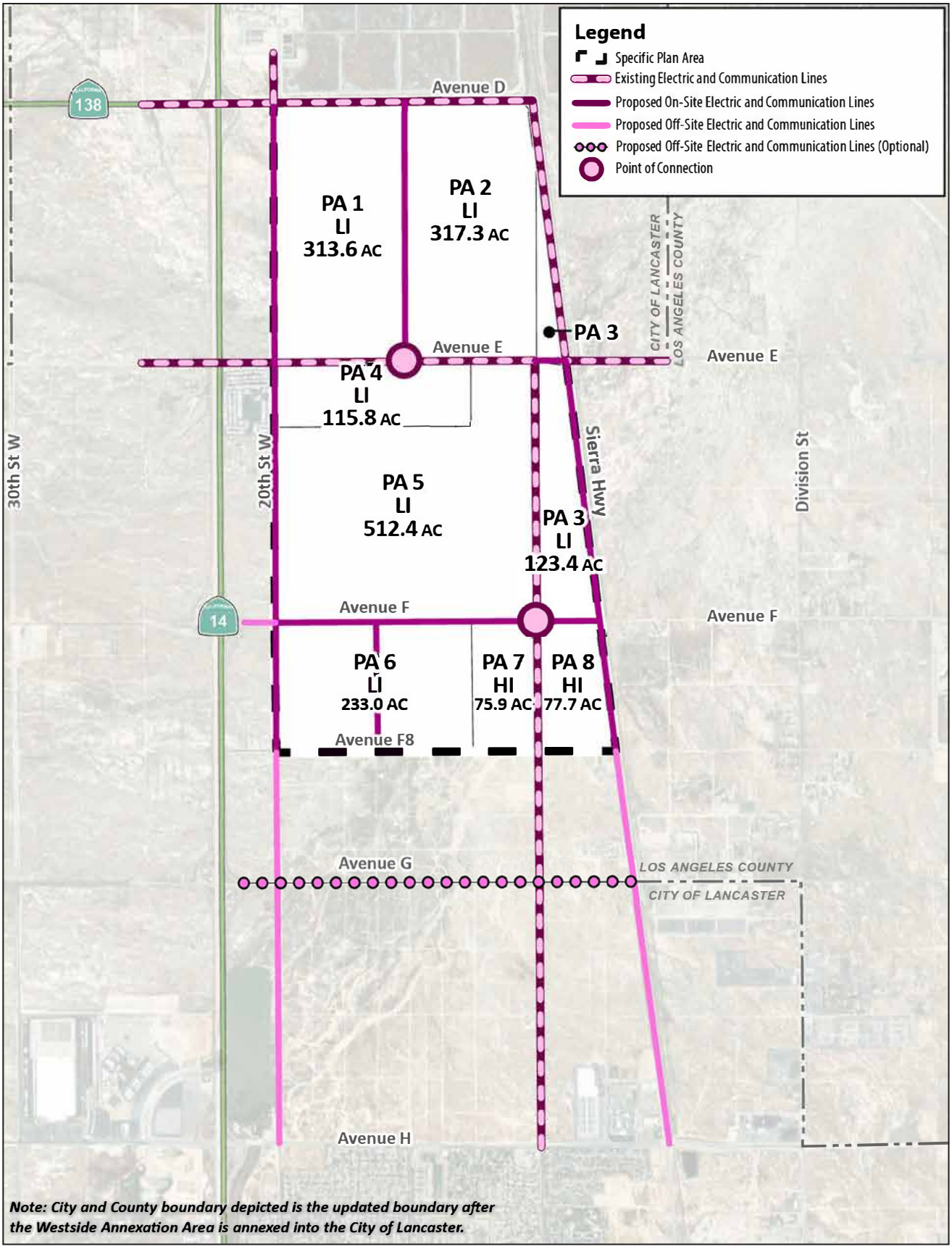
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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Sanitary Sewer Infrastructure Plan

Exhibit 3-9



Source: T&B Planning, 2025

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Dry Utilities Infrastructure Plan

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Exhibit 3-10

- In addition to the electrical facilities described above, SCE may require installing electrical equipment such as, but not limited to, circuit switches/circuit breakers, relaying equipment, telecommunication facilities, capacitors service conductors, metering facilities and other such equipment at other connected facilities and/or substations. This would be required to adequately protect, monitor and control the substation and surrounding connected facilities to serve the project and the electrical needs area in a safe and reliable manner.

The proposed source lines and circuit getaways would be located on fee-owned private substation property until they exit the property and enter a public street right-of-way where SCE holds franchise rights. The proposed telecommunication routes would consist of various land rights and pass through areas with a mi of land uses.

DESIGN GUIDELINES

The Design Guidelines chapter describes the quality and character of physical development anticipated in the Specific Plan area. The guidelines consist of four principal components: Site Planning Guidelines, Architectural Design Guidelines, Signage Guidelines, and Landscape Guidelines. The Site Planning Guidelines are related to site orientation and planning, medium and large logistics use buildings, and parking and loading areas. The Architectural Style Guidelines include those related to four-sided architecture; building form and massing; building materials, colors, and textures; windows and doors; walls and fencing; utilities and integrated equipment; building roofs; trash enclosures, outdoor employee amenities/design elements; and outdoor lighting. The Signage Guidelines provide guidance for general signage concept, general sign construction, building-mounted signs, freestanding identification signs, and wayfinding and instructional signs. Lastly, the Landscape Guidelines provide design criteria for landscape, streetscape, edge conditions, screening and buffering, hardscaping, irrigation, and water conservation. A plant palette is also proposed to establish a base palette for the Specific Plan area's landscape design.

DEVELOPMENT REGULATIONS

NLISP Chapter 5, *Development Regulations*, establishes the allowable land uses and development standards for all development within the Specific Plan area. NLISP Table 5-1, *Permitted Uses*, identifies uses that are permitted, conditionally permitted, and prohibited within the Specific Plan area. Uses are categorized in the table as Manufacturing and Assembly; General Industrial; Alternative Energy/Energy Production; Warehouse, Transportation, Freight, and Storage Services; Public and Institutional Uses; Commercial; Other Uses; and Prohibited Uses.

Development standards for the two proposed land use designations within the Specific Plan area are detailed in NLISP Table 5-2, *Light Industrial Development Standards*, and Table 5-3, *Heavy Industrial Development Standards*. Standards related to lot size, building height, floor area ratio, landscape coverage, setback requirements, required parking spaces and sizes, and other development standards are detailed in the tables. Additional development standards associated with battery energy storage systems are also provided.

General William J. Fox Airfield Land Use Standards

A portion of the Specific Plan area is located within the boundaries of the *General William J. Fox Airfield Land Use Compatibility Plan* (ALUCP). As shown on Exhibit 3-11, *General William J. Fox Airfield Compatibility Map*, portions of Planning Areas 1, 4, and 5 are within Compatibility Zone C, portions of Planning Areas 1, 2, 3, 4, 5, and 6 are within Compatibility Zone D, and portions of Planning Area 6 are within Compatibility Zone E.

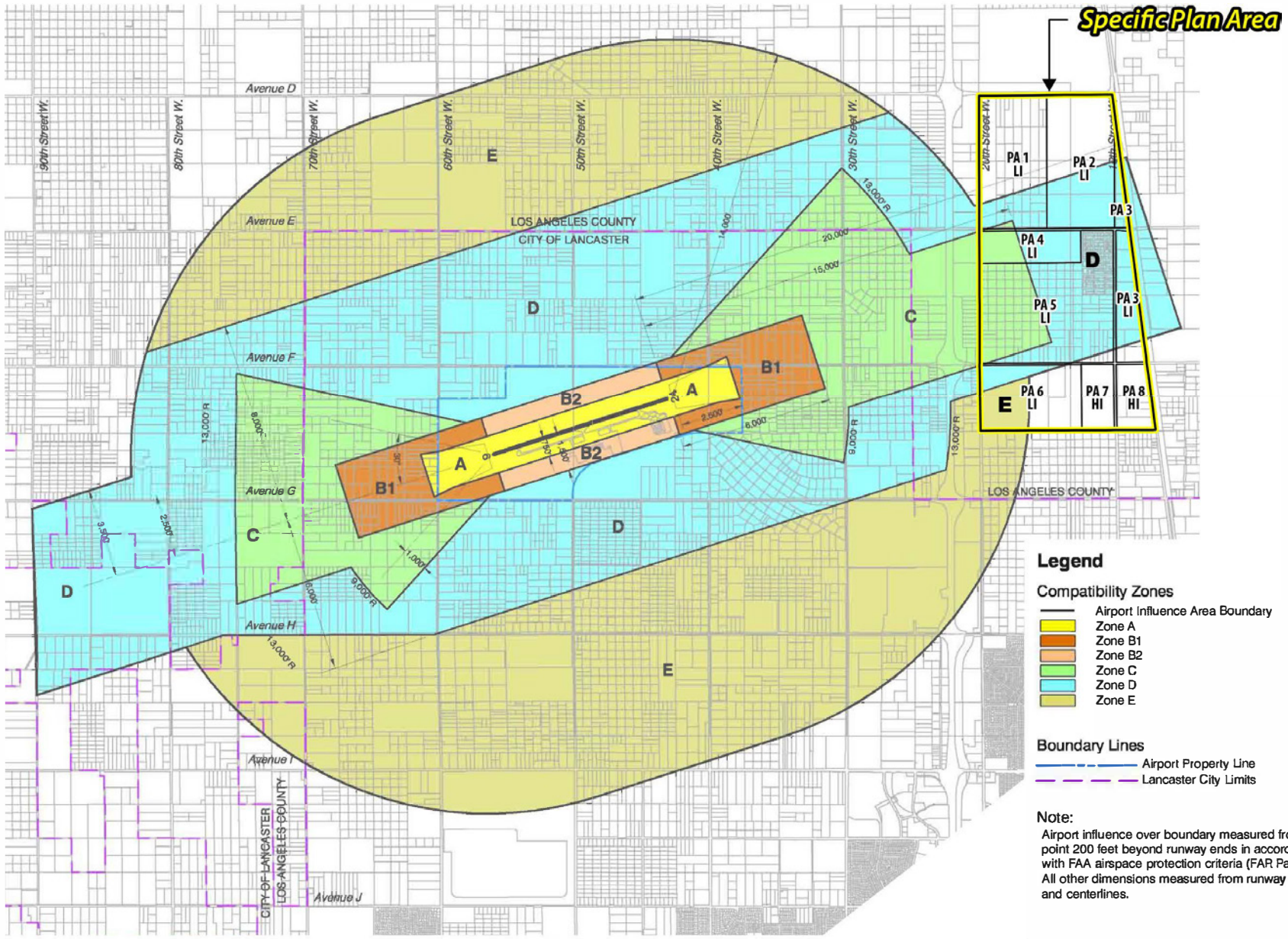
The governing document within the Airport Influence Area is the ALUCP. The ALUCP provides land use compatibility guidelines and noise contours for the compatibility zones. Land use and development standards established in the ALUCP may limit building height, building construction type, land uses, and floor area ratio based on the proposed land use. Development within the General William J. Fox Airfield compatibility zones are required to comply with the guidelines and standards provided in the ALUCP. If there are any inconsistencies between the ALUCP and Chapter 4, *Design Guidelines*, or Chapter 5, *Development Regulations*, of the NLISP, the requirements of the ALUCP shall govern.

3.4 PHASING AND CONSTRUCTION

The proposed project would allow future development of various land uses within the project site in accordance with the proposed land use and zoning designations.

Within the Specific Plan area, the NLISP would guide future development of light and heavy industrial uses in accordance with the NLISP's development regulations and design standards and guidelines. It is also anticipated that the project would construct approximately 11.3 million square feet of industrial warehouse buildings and associated site improvements within Planning Areas 2, 4, 6, 7, and 8 of the NLISP. The proposed industrial development would be constructed over a five-year duration. Site plan review and final City approvals for the 11.3 million square feet of industrial use within Planning Areas 2, 4, 6, 7, and 8 would occur at a later date and tier from this EIR.

No other project-specific construction activities or development projects are currently proposed as part of this project.



Source: T&B Planning, 2025

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WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

General William J. Fox Airfield Compatibility Map

Exhibit 3-11

3.5 GOALS AND OBJECTIVES

CEQA Guidelines Section 15124(b) states that an EIR project description must include "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below.

1. Encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses.

2. Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development.

3. Implement *City of Lancaster General Plan* policies and objectives relevant to the project and proposed industrial development.

4. Expand economic development and facilitate job creation in the City by establishing a new industrial development area.

5. Attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment.

6. Provide for uses that generate tax revenue for the City, including, but not limited to, increased property tax, in order to support the City's ongoing municipal operations.

7. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.

8. Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.

9. Guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area.

10. Ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.

3.6 DISCRETIONARY APPROVALS

Anticipated discretionary approvals associated with the proposed project include, but are not limited to, the following:

City of Lancaster

- Certification of the EIR
- Annexation (ANX24-002)
- General Plan Amendment (GPA24-002)
- Pre-Zoning (PZ24-001)
- Specific Plan (SP24-002)

Los Angeles County Local Agency Formation Commission

- Annexation of project site into the City of Lancaster.
- Annexation of portions of the project site into the Los Angeles County Sanitation District #14, Los Angeles Waterworks #40, and the Antelope Valley Mosquisto and Vector Control

Additionally, future projects developed in accordance with the proposed project may require the following discretionary approvals from the City and other responsible agencies, including, but not limited to:

City of Lancaster

- Director's Review
- Site Plan Review
- Conditional Use Permit
- Tentative Tract/Parcel Map
- Grading Permits
- Building Permits

Responsible Agencies

- Airport Land Use Commission– review of building locations and heights
- Antelope Valley Air Quality Management District – permitting for certain equipment
- Antelope Valley Air Quality Management District – air quality permits
- California Department of Fish and Wildlife – Incidental Take Permits, Lake and Streambed Alteration Agreements
- Federal Aviation Administration – review of building heights
- Lahontan Regional Water Quality Control Board – Section 401 Water Quality Certifications and Waste Discharge Requirements
- Utility Purveyors – permitting for utility construction and connections
- Los Angeles County Fire Department

4.0 BASIS OF CUMULATIVE ANALYSIS

CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines Section 15130 further addresses the discussion of cumulative impacts, as follows:

> *(1) An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.*
>
> *(2) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR should briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.*
>
> *(3) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is significant, the EIR must determine whether the project's contribution is cumulatively considerable.*
>
> *(4) The EIR may conclude the project's contribution to a significant cumulative impact is less than cumulatively considerable and thus is not significant, if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.*

Section 5.0, *Environmental Analysis*, assesses the cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact's severity and likelihood of occurrence.

In accordance with *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*

   A. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*

   B. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.*

Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*

3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*

4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.*

5. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

This EIR evaluates the project's potential cumulative impacts using both the General Plan buildout assumptions and a list of cumulative projects. The cumulative analysis approach varies for each environmental issue area. For example, cumulative population and housing impacts are compared to General Plan buildout assumptions (addressed in Section 5.9, *Population and Housing*). The cumulative analysis approach can also vary based on geographic areas and thus, may rely on a list of cumulative projects known within the project area. For example, aesthetics and light and glare impacts are local (addressed in Section 5.2, *Aesthetics/Light and Glare*) and hazards and hazardous materials impacts are local (addressed in Section 5.8, *Hazards and Hazardous Materials*). Alternatively, air quality impacts are both regional and local (addressed in Section 5.13, *Air Quality*), and greenhouse gas emission impacts are global in nature (addressed in Section 5.14, *Greenhouse Gas Emissions*).

The City's 2030 General Plan considered the following three land use alternatives:

- No Project Alternative. The No Project Alternative assumed buildout of the then current General Plan. Single-family residential and rural residential uses would continue to be the predominant land use within the City. Commercial development would continue to develop within the urban core and along the Antelope Valley Freeway. The majority of industrial growth would be located within Fox Field.
- *Balanced Growth Land Use Plan Alternative*. The Balanced Growth Land Use Plan Alternative would promote a balanced distribution of land uses throughout the City. Urban areas, currently served by existing infrastructure, would be expanded through infill development.

Under this alternative, the land uses would be arranged with the goal of ensuring that no urban area of the City would be underserved with shopping and recreational opportunities and public services. Areas of the City designated for urban residential uses would also contain sufficient land use inventories for commercial retail and service uses as well as open space and other public land. Although single-family residential and rural residential uses would continue to be the primary land uses within the City, the potential for some mixed-use development would also occur within the urban core. Commercial and recreational uses, as well as public services would be located in proximity to residential neighborhoods.

- *General Plan Citizens Advisory Committee (GPCAC) Preferred Land Use Plan Alternative*. The GPCAC Preferred Land Use Plan Alternative focused on the utilization of available infill areas within the urban core, rather than emphasizing the outward expansion of low-density residential subdivisions. It promotes the development of localized community centers with compact mixed-uses that minimize the impact of the automobile. The GPCAC Preferred Land Use Plan Alternative also establishes a clear link between alternative transportation choices and land use encouraging the efficient use of infill parcels and urban revitalization to create neighborhoods that are pedestrian in scale and in easy walking distance to transit services and other uses. By placing an emphasis on infill development, the GPCAC Preferred Land Use Plan Alternative would promote the preservation of open space and rural residential land. The GPCAC Preferred Plan Alternative incorporates aspects of the Balanced Growth Land Use Plan Alternative in an effort to balance land uses in locations within the urbanizing area that are predominantly designated for single-family use.

Buildout of the GPCAC Preferred Land Use Plan Alternative was utilized in analyzing cumulative impacts associated with the proposed project. Table 4-1, *General Plan 2030 – GPCAC Preferred Land Use Plan Alternative Buildout*, provides a summary of the anticipated development conditions at General Plan buildout under the GPCAC Preferred Land Use Plan Alternative.

Table 4-1
General Plan 2030 – GPCAC Preferred Land Use Plan Alternative Buildout

Land Use Designation	2030 Acres[1]	Change in Acres[1] (2006-2030)	Anticipated Development		Change in DU[2] (2006-2030)	2030	
			du/acre	FAR/acre		Estimated DU[2,3]	Estimated SF[2]
Residential Land Use Classification							
NU – Non-Urban Residential[4] (0.4 – 2.0 du/ac)	795 (RR-2.5)	180	0.4	N/A	72	317	N/A
	788 (RR-1)	100	1.0		100	786	
	943 (SRR)	316	2.0		631	1,882	
UR – Urban Residential (2.1 – 6.5 du/ac)[5]	251 (R-15,000)	111	2.5	N/A	278	627	N/A
	1,795 (R-10,000)	1,156	3.0		3,469	5,381	
	11,423 (R-7000)	4,686	4.0		18,745	45,713	
MR1 – Multi-Residential (6.6 – 15.0 du/ac)[6]	443 (MDR)	22	5.0	N/A	111	1,895	N/A
	724 (HDR)	277	12.0		3,325	7,871	
MR2 – High Density Residential	405	59	22	N/A	1,300	8,043	N/A
MU – Mixed Use	567	382	20	0.10:1	7,648	8,123	2,469,852

Land Use Designation	2030 Acres[1]	Change in Acres[1] (2006-2030)	Anticipated Development		Change in DU[2] (2006-2030)	2030	
			du/acre	FAR/acre		Estimated DU[2,3]	Estimated SF[2]
Downtown Specific Plan[7]					1,301	1,301	N/A[8]
General Commercial Land Use Classification							
C – Commercial	1,660	--	N/A	0.23:1	N/A	N/A	16,631,208
OP – Office/Professional	72	--	N/A	0.23:1	N/A	N/A	721,354
Employment Land Use Classification							
Li – Light Industrial	2,028	--	N/A	0.20:1	N/A	N/A	17,667,936
Hi – Heavy Industrial	539	--	N/A	0.20:1	N/A	N/A	4,695,768
Public And Quasi-Public Land Use Classification							
P – Public Use	1,423	--	N/A	N/A	N/A	--	--
H – Health Care	149	--	N/A	N/A	N/A	--	--
O – Open Space	791	--	N/A	N/A	N/A	--	--
City of Lancaster Subtotal	**24,796**	**--**				**81,939**	**42,186,118**

Source: City of Lancaster, *City of Lancaster General Plan 2030 Draft Environmental Impact Report, Table 3-8*, December 2008.

Notes: du = dwelling units; FAR = floor area ratio; SF = square feet

1. Acreages rounded to the nearest whole number.
2. Density calculated from acreages rounded to the nearest hundredth and then rounded to the nearest whole number.
3. 2030 residential units were determined by adding the number of existing units to the number of potential units based on the increase in residential acreage and density allowed for the specific residential land use designation.
4. The NU – Non-Urban Residential land use designation corresponds with RR-2.5 (Rural Residential, 1 du/ac), RR-1 (Rural Residential 1 du/ac); and SRR (Semi-Rural Residential 1-2 du/ac) zoning districts.
5. The UR – Urban Residential land use designation corresponds with R-15,000 (Single Family Residential, minimum lot size 15,000 SF); R-10,000 (Single Family Residential, minimum lot size 10,000 SF); and R-7,000 (Single Family Residential, minimum lot size 7,000 SF) zoning districts.
6. The MR1 – Multi-Residential land use designation corresponds with High Density Residential (HDR; 15.1-30 du/ac) and Moderate Density Residential (MDR; 7.1-15 du/ac) zoning districts.
7. The Downtown Lancaster Specific Plan contains several land use designations. Anticipated residential growth is based on projections identified within the Downtown Lancaster Specific Plan.
8. Non-residential square footage anticipated in the Downtown Lancaster Specific Plan is considered within the non-residential land use designations.

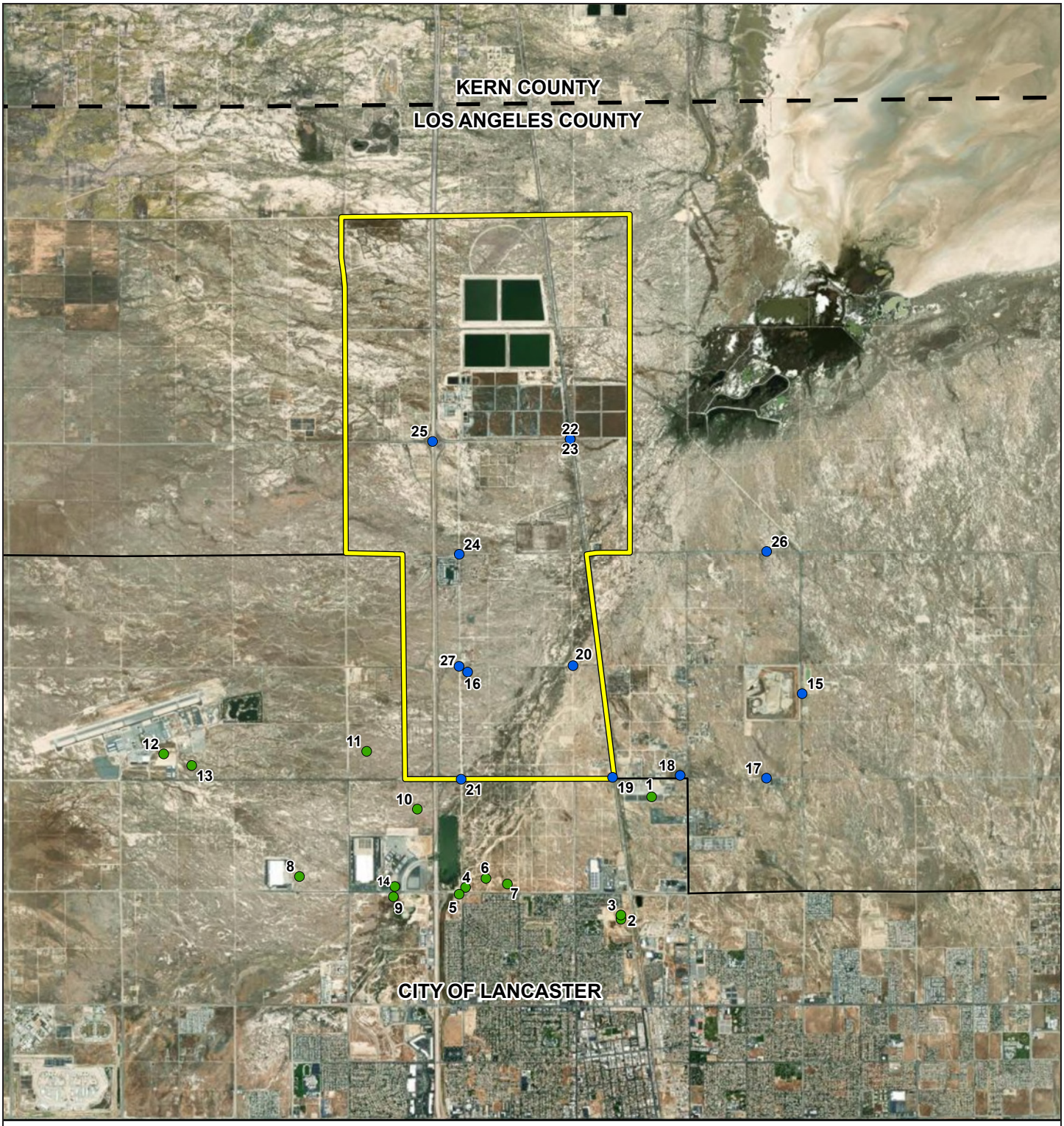
Table 4-2, *Cumulative Projects List*, and Exhibit 4-1, *Cumulative Development*, identify related projects in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following list of projects was developed based on data provided by the City and adjacent jurisdictions as of the date of the Notice of Preparation (September 3, 2024). The implementation of each cumulative project represented in Table 4-2 was determined to be reasonably foreseeable.

Table 4-2
Cumulative Projects List

Map Key	Project Number	Project Location	Project Description	Status
CITY OF LANCASTER				
1	SPR 24-009	450 Avenue G	Solar facility and battery storage, including manufacturing of battery cabinets and processing of electric vehicles to remove/reuse batteries	Under Review
2	SPR 23-009	West side of Sierra Highway, between Avenue H-4 and Avenue H-8	196-unit affordable housing rental community (HNR-4 Phase I)	Under Construction
3	SPR 24-004	West side of Sierra Highway, between Avenue H and Avenue H-4	303-unit senior housing rental community (HNR-4 Phase II)	Under Review
4	SPR 24-008/MUP 24-001	Northeast corner of Avenue H and 20th Street West	Gas station with 4,975 square-foot convenience market selling beer and wine	Under Review
5	TTM 83740 (23-010)	Southwest corner of Avenue H and 20th Street West	49-lot single-family residential subdivision	Under Review
6	SPR 22-15	North side of Avenue H, at 18th Street West	RV and mini storage facility	In Plan Check
7	SPR 23-006	North side of Avenue H, at 15th Street West	Mini storage facility	Under Review
8	SPR 23-002	Northeast corner of Avenue H and 35th Street West	395,390 square-foot industrial/distribution facility	Approved
9	SPR 22-006	South side of Avenue H, between 25th Street West and 27th Street West	Stone building materials production and storage facility	Approved
10	SPR 21-015/SPR 24-001	Southwest corner of Avenue G and Antelope Valley Freeway	649,136-square foot industrial distribution/warehouse facility	In Plan Check
11	SPR 23-012	Northwest corner of Avenue G and 30th Street West	1,227,596-square foot industrial distribution/warehouse facility	Approved
12	SPR 23-003	Southeast corner of William Barnes Avenue and 47th Street West	574,039-square foot industrial distribution/warehouse facility	Approved
13	SPR 23-004	Northeast corner of Avenue G and 45th Street West	647,756-square foot industrial distribution/warehouse facility	Under Construction
14	Multi-Agency Regional Resilience Center	2551 Avenue H	Event and Evacuation Center at Fairgrounds	Under Construction
UNINCORPORATED COUNTY OF LOS ANGELES				
15	2017-005128	East Avenue F (adjacent to Lancaster Landfill)	Meat packing/slaughterhouse within a 9,500-square foot building, and livestock holding pens in M-2 zone	Under Review

Map Key	Project Number	Project Location	Project Description	Status
16	PRJ2022-002897	Southeast Corner of Avenue F and 20th Street West	Grading over 100,000 cubic yards for the development of two industrial warehousing and distribution buildings (approximately 2.0 million square feet) on approximately 121 acres	Approved
17	PRJ2023-003457	704 East Avenue G	Truck storage in M-1 zone; no structures proposed	Under Review
18	PRJ2023-004018	Avenue G and Division Street	Vehicle storage and sales facility	Under Review
19	PRJ2023-004161	Sierra Highway and Avenue G	7 paintball fields and containers for storage	Under Review
20	PRJ2023-004161	Northwest corner of 10th Street West and Avenue F	5 paintball fields with containers	Under Review
21	PRJ2022-002998	Northwest corner of 20th Street West and Avenue G	578,000-square foot warehouse building	Approved
22	04-136 (RENV-IS04-136-29273)	Northwest corner of Avenue D and Sierra Highway	Wireless facility	Under Review
23	PRJ2024-00102	Northwest corner of Avenue D and Sierra Highway	Lancaster Wastewater Treatment Plant for the small-scale solar energy system which (accessory to the treatment plant)	Approved
24	PRJ2022-01452	Southwest corner of Avenue D and 20th Street West	New travel stop consisting of 16 auto fueling positions, 7 truck fueling, convenience store, fast food restaurant(s) with drive thru, and future light maintenance truck building for truck tire changes and repairs. Overnight truck parking allowed.	Approved
25	RPPL2024002361	Southwest corner of Avenue D and Antelope Valley Freeway	New service station	Approved
26	2019-000311	721 East Avenue E	Operation and maintenance of an existing mobile home park and upgrade of an on-site potable system at a 24-unit mobile home park. Water system upgrade consists of arsenic removal equipment and new well.	Approved
27	Antelope Valley Logistics Center West	West Avenue F at 20th Street West	1,955,072-square feet of High-Cube transload and short-term storage and 60,000-square feet of general office space.	Approved

Source: City of Lancaster, 2024.



Legend

- Project Site
- City of Lancaster Projects
- Unincorporated Los Angeles County Projects

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Cumulative Development

Exhibit 4-1

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5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the Environmental Impact Report (EIR) contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and any significant and unavoidable impacts. The EIR analyzes those environmental issue areas where potentially significant impacts may occur, as stated in Appendix 11.1, *NOP and Comment Letters*.

The EIR examines environmental factors outlined in Appendix G of the *CEQA Guidelines*, *Environmental Checklist Form*, as follows:

5.1 Land Use and Planning;
5.2 Aesthetics;
5.3 Agriculture and Forestry Resources;
5.4 Biological Resources;
5.5 Tribal and Cultural Resources;
5.6 Geology and Soils;
5.7 Hydrology and Water Quality;
5.8 Hazards and Hazardous Materials;
5.9 Population and Housing;
5.10 Public Services and Recreation;
5.11 Utilities and Service Systems;
5.12 Transportation;
5.13 Air Quality;
5.14 Greenhouse Gas Emissions;
5.15 Energy; and
5.16 Noise.

Other environmental topical areas, including Mineral Resources and Wildfire, are addressed in Section 8.0, *Effects Found Not To Be Significant*.

Each environmental issue is addressed in a separate section of the EIR which is organized into six sections, as follows:

- "Existing Setting" describes the physical conditions that exist at the present time and that may influence or affect the issue under investigation.

- "Regulatory Setting" lists and discusses the laws, ordinances, regulations, and standards that apply to the project.

- "Impact Thresholds and Significance Criteria" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 through 15387).

Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. ". . . An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (*CEQA Guidelines* Section 15064[b]). Principally, ". . . a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (*CEQA Guidelines* Section 15382).

- "Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

  Impacts are generally classified as potentially significant impact, less than significant impact, or no impact. The "Level of Significance After Mitigation" identifies the impacts that would remain after application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

  "Mitigation Measures" are measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.

- "Significant Unavoidable Impacts" describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with significant unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

5.1 LAND USE AND PLANNING

This section describes the existing on-site and surrounding land use conditions and evaluates the project's consistency with applicable land use plans, policies, and regulations, as well as the potential of the proposed project to physically divide an established community.

5.1.1 EXISTING SETTING

The project site encompasses approximately 7,153 acres in the Antelope Valley of unincorporated Los Angeles County. The site is generally bound by Avenue B to the north, Sierra Highway and Edwards Air Force Base to the east, Avenue G to the south, and 30th Street West to the west. SR-14, Sierra Highway, 10th Street West, and 20th Street West transect the site in a north-south direction. Unincorporated Los Angeles County surrounds the project site to the north, east, and west. The City of Lancaster (City) is located to the south and west of the site. Much of the project site is vacant and undeveloped with scattered rural residences, industrial uses, and mobile home parks. The Lancaster Water Reclamation Plant is in the northern portion of the site.

The annexation area encompasses the entirety of the approximately 7,153-acre project site. The approximately 1,860-acre Specific Plan area is generally located in the center of the project site. The Specific Plan area is bounded by Avenue D to the north, Sierra Highway to the east, Avenue F-8 to the south, and 20th Street West to the west; refer to Exhibit 3-2, *Project Site Boundaries*.

EXISTING ON-SITE LAND USES AND ZONING

According to the *Los Angeles County Department of Regional Planning GIS-NET Public*, the site is designated: Rural Land 10 (RL10), Rural Land 20 (RL20), Rural Land 2 (RL2), Public and Semi-Public (P), Residential 5 (H5), Mixed-Use – Rural (MU-R), and Light Industrial (IL).[1] Additionally, the site is zoned Heavy Agricultural (A-2-2), Residential Agricultural (R-A), Light Manufacturing (M-1), and Rural Mixed Use Development (MXD-RU).[2]

According to the *City of Lancaster General Plan 2030* (General Plan) *Land Use Map* (General Plan Land Use Map), the project site is located in the City's Sphere of Influence (SOI) and is designated Non-Urban Residential (NU), Heavy Industrial (HI), Specific Plan (SP), and Multi-Residential (MR-1).[3] The

[1] County of Los Angeles, *Los Angeles County Department of Regional Planning GIS-NET Public*, https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed September 3, 2024.

[2] Ibid.

[3] City of Lancaster, *City of Lancaster General Plan Land Use Map, https://www.cityoflancasterca.org/home/showpublisheddocument/9333/635944339787900000,* September 1, 2015.

City does not currently identify any zoning for the project site given that the site is outside of the City's jurisdiction.[4]

5.1.2 REGULATORY SETTING

Development within the project site is subject to the regulations of several State, regional, and local land use and zoning plans and policies. At the regional level, the project site is located within the planning area of the Southern California Association of Governments (SCAG), the region's federally designated Metropolitan Planning Organization (MPO) and State-designated Regional Transportation Planning Agency. The project site is proposed for annexation into the City of Lancaster. Therefore, at the local level, the project site is subject to the development regulations and policies set forth in the General Plan and Lancaster Municipal Code (LMC).

STATE LEVEL

California Attorney General Office's Bureau of Environmental Justice

To assist lead agencies in avoiding, analyzing, and mitigating the environmental impacts of warehouses, the California Attorney General Office's Bureau of Environmental Justice (Bureau) published *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Best Practices for Warehouse Projects). This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the State. It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as the Bureau confronts warehouse project proposals. While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California. The Best Practices for Warehouse Projects was last updated in September 2022.

REGIONAL LEVEL

Southern California Association of Governments

Regional planning agencies, such as SCAG, recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Lancaster.

SCAG has evolved as the largest council of governments in the United States, functioning as the MPO for six counties, including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial, and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop plans for transportation,

[4] City of Lancaster, *City of Lancaster Zoning Map*, https://www.cityoflancasterca.org/home/showpublisheddocument/12653/638399540671430000, adopted July 13, 2010, revised December 22, 2023.

growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Antelope Valley Air Quality Management Plan (AQMP).

CONNECT SOCAL: 2024-2050 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

The passage of Senate Bill 375 (SB 375) in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

SCAG's Regional Council adopted *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) on April 4, 2024. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The 2024-2050 RTP/SCS sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the California Air Resources Board (CARB). The 2024-2050 RTP/SCS goals include the following:

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.
- Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
- Support planning for people of all ages, abilities, and backgrounds.
- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.
- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.

- Conserve the region's resources.
- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies.

LOCAL LEVEL

General William J. Fox Airfield Land Use Compatibility Plan

The General William J. Fox Airfield Land Use Compatibility Plan (ALUCP), adopted by the Los Angeles County Airport Land Use Commission on December 1, 2004, provides land use compatibility guidelines and noise contours for the compatibility zones. Land use and development standards established in the ALUCP and that apply within the Airport Influence Area may limit building height, building construction type, and land uses. Development within the General William J. Fox Airfield compatibility zones shall comply with the guidelines and standards provided in the ALUCP.

City of Lancaster General Plan 2030

The City of Lancaster General Plan 2030, adopted on July 14, 2009, is the City's long-term blueprint for growth based on community values, ideals, and aspirations as to how its natural and man-made environments should be organized and managed. The General Plan identifies the types of development that are allowed, the spatial relationships among land uses, and the general pattern of future development. All subdivisions, public works, redevelopment projects, zoning decisions, and other various implementation tools must be consistent with the General Plan. Thus, the General Plan not only functions as a guide to the type of community that is desired, but also provides the means by which the community may achieve that desired future.

The General Plan presents seven separate plan documents that contain goals, objectives, policies, and specific actions guiding development throughout the City. Additionally, the Housing Element, which is included under separate cover and updated every eight years pursuant to State law, is considered the eighth component of the General Plan. A description of each of the eight plans comprising the General Plan is provided below.

PLAN FOR THE NATURAL ENVIRONMENT

The Plan for the Natural Environment addresses the use and management of natural resources and open space lands within the City. This plan focuses on those resources suitable for certain levels of maintenance and protection, as well as their limitations for rural or urban use. The primary issues covered in the Plan for the Natural Environment include water resources, water consumption, air

resources, biological resources, land resources, energy resources, mineral resources, and scenic resources.

PLAN FOR PUBLIC HEALTH AND SAFETY/SAFETY ELEMENT

The Plan for Public Health and Safety included in the General Plan (approved in 2009) contained an evaluation of natural and manmade hazards faced by Lancaster residents and businesses and provided a program to reduce associated risks. The Plan for Public Health and Safety identified constraints to urban and rural development which must be considered as part of overall and site-specific development strategies. The primary issues covered in the Plan for Public Health and Safety included geology and seismicity, flooding and drainage, noise, air installation land use compatibility, hazardous materials, crime prevention and protection services, fire prevention and suppression services, disaster preparedness, and emergency medical facilities.

In June 2022, the General Plan, Plan for Public Health and Safety was updated with a new Safety Element as mandated by the State. It presents the City's overall goals, policies, and action programs to facilitate resiliency and prosperity. Through incorporating data and maps, addressing vulnerability to climate change, and incorporating policies and programs from the City's update to the City's *Local Hazard Mitigation Plan* (LHMP), technical amendments to the Safety Element are intended to achieve compliance with State, regional and local policies and guidelines. The Safety Element organizes safety goals and policies into the following sections: Geology and Seismicity, Flooding, Noise, Air Installation Land Use Compatibility, Hazardous Materials, Crime Prevention and Protection Services, Fire Prevention and Suppression Services, Disaster Preparedness and Evacuation, Emergency Medical Facilities, and Climate Adaptation.

PLAN FOR ACTIVE LIVING

The Plan for Active Living contains plans and programs for the provision of quality living environments. It also focuses on the manner in which those in need can be helped so that all may share in achieving a high quality of life. The primary issues covered in the Plan for Active Living include population and housing; provision of school sites/facilities; park land; pedestrian, equestrian, and bicycle facilities; cultural and art programs and facilities; historical, archaeological, and cultural resources; library facilities; and social service programs.

PLAN FOR PHYSICAL MOBILITY

The Plan for Physical Mobility focuses on transportation issues, such as how goods and people move throughout the City. The Plan recognizes that transportation affects land use, urban design, energy consumption, air quality, and the City's infrastructure. The primary issues covered in the Plan for Physical Mobility include streets and highways; parking facilities; alternative transportation modes; commodity movement; and air transportation.

The Plan for Physical Mobility was updated in 2017 to include objectives and policies with respect to complete streets. In June 2020, the City adopted vehicle miles traveled (VMT) baselines and thresholds as required by SB 743 and amended policies in the Plan for Physical mobility to reflect these changes.

PLAN FOR MUNICIPAL SERVICES AND FACILITIES

The Plan for Municipal Services and Facilities addresses the services and facilities needed to support existing and future development within the City. The Plan for Municipal Services and Facilities sets forth policies and programs for the rational and cost-efficient provision and extension of public services, infrastructure, and facilities to serve the existing community and support planned development and protect natural resources. The primary issues covered in the Plan for Municipal Services and Facilities include levels of service; water facilities; flood control and drainage; wastewater facilities; solid waste management; and coordination of development and public services.

PLAN FOR ECONOMIC DEVELOPMENT AND VITALITY

The Plan for Economic Development and Vitality outlines the ways in which the community is striving for economic self-sufficiency and presents a program to facilitate those efforts. It also contains the implementation structure for the Lancaster Economic Development/Redevelopment Strategic Plan. The primary issues covered in the Plan for Economic Development and Vitality include creation and retention of local employment; provision of municipal revenue-generating land uses; role of downtown Lancaster in future of the City; establishment of Lancaster as a center for regional activities; and financing public services and facilities.

PLAN FOR PHYSICAL DEVELOPMENT

The Plan for Physical Development serves as the State mandated Land Use Element and focuses on the organization of the City's physical environment and outlines policies and programs to guide physical development throughout the City. This plan meets the California Government Code land use element mandate to designate the proposed general distribution, general location, and extent of the uses of land for housing, business, industry, and open space. Beyond that requirement, the Plan for Physical Development is also a summary of the manner in which other General Plan issues affect the arrangement and design of development within the City. The major sections within the Plan for Physical Development include land use category definitions; land use patterns; community design, and interagency land use coordination.

The Plan for Physical Development also contains a Community Design subsection, which focuses on strengthening the City's physical identity and image. The Community Design subsection provides direction in the form of policies and action programs that call for the development and implementation of comprehensive community design guidelines that will provide guidance for the creation of an attractive and enduring physical environment.

ENVIRONMENTAL JUSTICE ELEMENT

In accordance with Senate Bill 1000 (SB 1000) requiring cities and counties to address Environmental Justice in their general plans, the City adopted the Environmental Justice Element in 2022. The purpose of the Environmental Justice Element is to address public health risks and environmental justice concerns of those living in disadvantaged communities as defined in Government Code Section 65302(h)(4)(A), many of which are the result of geographic or procedural inequities.

The Environmental Justice Element identifies goals, policies, and programs which focus on ensuring residents have access to fresh, healthy, and affordable food and recreation and physical activities. The Environmental Justice Element also promotes and expands job opportunities, community programs, and services throughout the City, implementing green strategies to support a sustainable approach to stormwater, drainage, groundwater, recharge, and additional landscaping through the City. The Environmental Justice Element also focuses on collaborating with industrial businesses to improve outdoor air quality through enhanced operations and other pollution reduction measures, when possible. In addition, special focus would require new sensitive land uses to include feasible measures such as setbacks, landscaping, ventilation systems, and other effective measures to minimize air pollution.

HOUSING ELEMENT

The Housing Element presents the overall goals, objectives, policies, and action programs the City intends to implement in order to facilitate the provision of housing for existing and future residents of Lancaster. The City prepares the Housing Element to also meet the requirements of State law and achieve certification by the California Department of Housing and Community Development (HCD). State law requires jurisdictions to adequately plan to meet its existing and projected housing needs, including its share of the regional housing need. HCD allocates the region's share of the Statewide housing need to the Councils of Governments based on population projections and forecasts. SCAG develops the Regional Housing Needs Assessment (RHNA), allocating the region's share to the cities and counties within the region. Housing elements are required to be updated every eight years. The City's 2021-2029 was adopted by the Lancaster City Council in August 2022 and certified by the California Department of Housing and Community Development on February 10, 2023.

Lancaster Municipal Code

Lancaster Municipal Code (LMC) Title 17, *Zoning*, referred to as the City's Zoning Ordinance, provides the legislative framework to implement the adopted General Plan and pertinent goals, objectives, policies, and programs. Title 17 protects the public health, safety, and general welfare of the visitors to and residents of the City by regulating the use of buildings, structures, and land for residential, commercial, industrial, and institutional purposes; regulating location, height, bulk, and area covered by buildings and structures; and controlling lot size, yards, intensity of land use, signs, and off-street parking.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or

b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statements LU-1 through LU-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

LANCASTER GENERAL PLAN

LU-1 PROJECT IMPLEMENTATION COULD CONFLICT WITH APPLICABLE GENERAL PLAN POLICIES.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed project involves the annexation of approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. The annexation would be subject to the Los Angeles County Local Agency Formation Commission (LAFCO) annexation process. A General Plan Amendment would be required to amend the General Plan Land Use Map to reflect annexation of the project site and application of the proposed land use designations, including NU, MR-1, SP, Mixed Use (MU), Light Industrial (LI), and Public (P); refer to Exhibit 3-3, *Proposed General Plan and Zoning*.

While the proposed annexation would not develop any housing, the proposed General Plan Amendment would permit both single- and multi-family residential uses. As such, the proposed project would be consistent with Goal H-1, Policies H-1.1 and H-1.2, of the Housing Element, as identified below.

Goal H-1: To promote a variety of housing types to meet the existing and future needs of Lancaster residents.

Goal H-1.1: Provide for adequate sites that will enable the production of 9,023 housing units through October 2029 to meet the demands of present and future residents, including an adequate number and range of new dwelling types affordable to extremely low-, very low-, low-, moderate-, and above moderate- income households.

Goal H-1.2: Encourage a mix of housing types are provided, including single- and multi-family housing within a variety of price ranges to provide a range of housing options for Lancaster residents.

Specifically, the proposed residential land use designations would contribute to the City's Regional Housing Needs Assessment (RHNA) allocation of 9,023 housing units, and would provide for a variety of housing types.

The proposed land use designations would provide direction for future development within the annexation area; however, there is no construction or development proposed within the annexation area at this time (aside from the Specific Plan area). Future development in accordance with the proposed land use designations within the annexation area would be subject to project and site-specific approvals. As such, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

A specific plan is intended as a regulatory tool used to implement the General Plan and direct development within a defined geographic area. While the General Plan is the primary vehicle to guide City-wide growth and development, a specific plan customizes the development goals and objectives, as well as the land use regulations for a defined area, consistent with the City's vision for the site, the surrounding context, and the distinct characteristics of the site.

The proposed NLISP would allow for a site-specific land use plan, development standards, design guidelines, infrastructure systems, and implementation strategies on which subsequent development activities would be implemented. The NLISP allows for two land use types within eight planning areas: LI and HI. Exhibit 3-4, *Conceptual Land Use Plan*, depicts the physical arrangement of the planning areas and land use designations and the major roadways within and abutting the Specific Plan area. As shown in Table 5.1-1, *General Plan Consistency Analysis*, the proposed project would predominantly be consistent with relevant General Plan policies. As the NLISP does not propose any residential uses, the General Plan Housing Element is not applicable to the NLISP analysis. Impacts would be less than significant.

Table 5.1-1
General Plan Consistency Analysis

Applicable General Plan Policy	Project Consistency Analysis
Plan for the Natural Environment	
Policy 3.1.1: Ensure that development does not adversely affect the groundwater basin.	Consistent. Water services within the Specific Plan area would be provided by the Los Angeles County Waterworks District 40 (LACWD 40) upon annexation into the LACWD 40 service area. LACWD 40 relies on the Antelope Valley Groundwater Basin for its groundwater supplies. The Antelope Valley Groundwater Basin Adjudication Judgment (Judgment) determined the Basin is in a state of overdraft, established respective water rights among groundwater producers based on the Basin's Native Safe Yield, and ordered a ramp down of production to meet the Native Safe Yield by 2023. The Antelope Valley Watermaster is charged with administering the adjudicated water rights and managing of the groundwater resources within the adjudicated portion of the Antelope Valley.

Applicable General Plan Policy	Project Consistency Analysis
	Potential impacts to water supply, including groundwater supply, from Specific Plan buildout are assessed in Section 5.11, *Utilities and Service Systems.* As discussed in Section 5.11, all development would be required to comply with applicable State and local regulations pertaining to water supply, including Title 20 of the California Code of Regulations (CCR). Future developments within the Specific Plan area may also be required to demonstrate adequate water supply with either a signed Water Availability Form or "Will-Serve" letter. Adherence to State and local regulations would reduce potential water supply and infrastructure impacts to less than significant levels.
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	Consistent. As outlined in NLISP Section 4.8.4, *Irrigation and Water Conservation*, irrigation plans within the Specific Plan area would prohibit the application of water on non-vegetated surfaces, encourage drip systems or other types of permanent, underground, and automatic systems, would apply water at a slower pace so as to allow absorption and prevent run-off, would be screened from the public, and would be programmed to adjust operations based on the season. Site irrigation would comply with the water efficiency and conservation measures outlined in the California Green Building (CALGreen) Code (California Code of Regulations, Title 24, Part 11).
Policy 3.2.2: Consider the potential impact of new development projects on the existing water supply.	Consistent. Refer to responses to Policy 3.1.1 and 3.2.1. Additionally, as established in NLISP Section 4.5.6, *Utilities and Integrated Equipment*, in order to reduce water use and associated energy use, buildings would include water conservation measures such as the installation of low-water use appliances and fixtures. Additionally, as detailed in Section 5.11, a Water Supply Assessment was prepared for the project per SB 610 to determine if LACWD 40 would have sufficient water supplies to serve buildout of the NLISP and existing customers during normal, single dry-year, and multiple dry-year scenarios through 2045; impacts were determined to be less than significant.
Policy 3.2.3: Encourage incorporation of water-saving design measures into existing developments.	Consistent. Refer to responses to Policies 3.1.1, 3.2.1, and 3.2.2.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	Consistent. Refer to responses to Policies 3.1.1, 3.2.1, and 3.2.2.
Policy 3.3.1: Minimize the amount of vehicular miles traveled.	Consistent. As discussed in Section 5.12, *Transportation*, proposed buildout of Planning Areas 2, 4, 6 (east), 7, and 8 of the NLISP would generate 14.6 Home-Based Work VMT per employee. In comparison to the City's threshold of 15 percent below Baseline VMT of the Antelope Valley, the project is 7.1 Home-Based Work VMT per employee higher. As such, development of the proposed 11.3 million square feet (sf) of industrial warehouse use in Planning Areas 2, 4, 6 (east), 7, and 8 would require payment into the City's VMT Mitigation Program, or implementation of project design features and California Air Pollution Control Officers Association (CAPCOA) strategies, to reduce impacts related to VMT (Mitigation Measure TRA-1).

Applicable General Plan Policy	Project Consistency Analysis
	Funds from the City's VMT Mitigation Program would be used towards implementation of transportation demand management strategies and VMT-reducing projects throughout the City to reduce Citywide VMT. Following implementation of Mitigation Measure TRA-1, the proposed development would have a less than significant impact regarding VMT. Additionally, future development projects within the Specific Plan area that do not screen out of VMT analysis and that would result in potentially significant VMT impacts would also be required to implement Mitigation Measure TRA-1.
Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.	Consistent. Based on the NLISP, sidewalks would be developed along all major arterial and secondary arterial roadways within the Specific Plan area in order to encourage pedestrian activity. Other non-vehicular transportation improvements would ultimately connect to the existing City and County bike and trail system; refer to Exhibit 3-6, *Non-Vehicular Circulation and Access Plan*. Additionally, bike access would be required within the major and secondary arterials rights-of-way (ROW). Future development projects fronting major arterial and secondary arterial roadways would be responsible for constructing the sidewalks and bike lane facilities in the public ROW as part of the roadway frontage improvement requirements.
Policy 3.3.3: Minimize air pollutant emissions generated by new and existing development.	Consistent. As discussed in Section 5.13, *Air Quality*, the project would implement Regulatory Requirement AQ-1 and Mitigation Measures AQ-2 through AQ-5, AQ-7, and AQ-26, as well as comply with California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485 in order to minimize construction emissions and pollutants. During project operations, Mitigation Measures AQ-14, AQ-15, AQ-17, and AQ-20 would be implemented in order to minimize air pollutant emissions. Additionally, future development within the Specific Plan area would require compliance with CEQA and existing CARB and Antelope Valley Air Quality Management District (AVAQMD) regulations to ensure construction and operational air emissions are reduced and mitigated, as needed.
Policy 3.3.4: Protect sensitive uses such as homes, schools, and medical facilities from the impacts of air pollution.	Consistent. As discussed in Section 5.13, in order to protect sensitive receptors from the impacts of air pollution, development within the Specific Plan area would be required to implement Mitigation Measure AQ-16 regarding truck routes, and Mitigation Measure AQ-26 regarding the provision of personal protective respiratory equipment and information to all construction personnel and visitors regarding Valley Fever.
Policy 3.3.5: Cooperate with the AVAQMD and other agencies to protect air quality in the Antelope Valley.	Consistent. Refer to responses to Policies 3.3.3 and 3.3.4.
Policy 3.4.4: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.	Consistent. Potential impacts to biological resources resulting from implementation of the NLISP are assessed in Section 5.4, *Biological Resources*. With implementation of Mitigation Measures BIO-1 through BIO-5, impacts to biological resources were determined to be less than significant.

Applicable General Plan Policy	Project Consistency Analysis
Policy 3.5.1: Minimize erosion problems resulting from development activities.	Consistent. As discussed in Section 5.6, *Geology and Soils*, construction activities associated with proposed and future industrial development within the Specific Plan area would likely require grading activities, which would result in potential soil erosion. All development projects would be required to comply with LMC Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*. Additionally, development projects that disturb one or more acres of land would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and associated erosion control best management practices (BMPs) pursuant to the Construction General Permit requirements under the National Pollutant Discharge Elimination System (NPDES) program. Additionally, adherence with AVAQMD Rule 403 would require actions to prevent, reduce, or mitigate fugitive dust emissions. Furthermore, the City and the AVAQMD prohibit mass grading for alternative energy facilities (e.g., solar facilities), which would help reduce erosion impacts.
Policy 3.5.2: Since certain soils in the Lancaster study area have exhibited shrink-swell behavior and a potential for fissuring, and subsidence may exist in other areas, minimize the potential for damage resulting from the occurrence of soils movement.	Consistent. As discussed in Section 8.0, *Effects Found Not To Be Significant*, soil tested in several Planning Areas within the Specific Plan area resulted in generally low collapse potential. As such, project implementation would not create substantial direct or indirect damage involving expansive soils. As discussed in Section 5.6, portions of the Specific Plan area could be prone to liquefaction or subsidence; however, geotechnical studies would be performed during the final design level of the proposed industrial warehouse buildings, as well as for future development in accordance with the NLISP. The geotechnical study should include borings performed at deeper depths to observe long-term static levels of the groundwater and perform liquefaction analyses as necessary, depending on the observed site conditions. Additionally, any development within a liquefaction zone should conform with the California Building Code's (CBC) design standards for Site Class F. Further, the proposed industrial warehouse buildings, as well as all future development in accordance with the NLISP, would be required to comply with the California Building Standards Code (CBSC) and LMC requirements related to building safety to reduce potential liquefaction impacts.
Policy 3.5.3: Protect lands currently in agricultural production from the negative impacts created when urban and rural land uses exist in close proximity, while recognizing the possibility of their long-term conversion to urban or rural uses.	Consistent. According to the *Los Angeles County Department of Regional Planning GIS-NET Public*, portions of the project site are zoned Heavy Agricultural (A-2-2) and Residential Agricultural (R-A); however, agricultural production does not currently occur on-site. According to the California Department of Conservation *California Important Farmland Finder* interactive map, the area within the annexation area is comprised of Urban and Built-Up Land and Other Land. No areas within the project site are

Applicable General Plan Policy	Project Consistency Analysis
	designated as either Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, or Grazing Land. Thus, future development associated with the NLISP would not convert farmland to non-farmland uses.
Policy 3.6.1: Reduce energy consumption by establishing land use pattern which would decrease automobile travel and increase the use of energy efficient modes of transportation.	Consistent. Refer to response to Policy 3.3.1. Additionally, the NLISP provides for a network of sidewalks and bicycle lanes within the roadway right-of-way; refer to Exhibit 3-6, *Non-Vehicular Circulation and Access Plan*. As illustrated, meandering sidewalks are planned along all major and secondary arterial roadways. The non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail systems. Additionally, bicycle access would be required within the major and secondary arterials right-of-way within the Specific Plan area.
Policy 3.6.2: Encourage innovative building, site design, and orientation techniques which minimize energy use.	Consistent. Based on Section4.5, *Architectural Style Guidelines*, in the proposed NLISP, building designs within the Specific Plan area would address the effects of strong desert sunlight on architecture, using architectural elements such as awnings or plane changes that would create shadows for visual interest. To reduce water use and associated energy use, buildings would include water conservation measures such as the installation of low-water use appliances and fixtures. Roofs would have a light color and include other cool roof principles to reflect more sunlight than a conventional roof, absorbing less solar energy. Use of sustainable materials and energy-efficient technologies, such as light-emitting diode (LED) lighting and recyclable materials, would be prioritized to align with environmentally conscious practices.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	Consistent. Refer to response to Policy 3.6.2. Additionally, in compliance with CALGreen, smart irrigation systems, rooftop solar panels, and electric vehicle charging stations would be incorporated into site design.
Policy 3.6.4: Support State and federal legislation that would eliminate wasteful energy consumption in an appropriate manner.	Consistent. Planned and future industrial development would be required to comply with local, State, and federal requirements related to renewable energy and energy efficiency.
Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.	Consistent. Building roofs and covered parking areas would be designed to accommodate solar panels. Additionally, battery energy storage systems (BESS) are permitted as behind the meter energy systems (e.g., energy storage for rooftop solar panels or in a garage for EV charging); utility scale BESS are also permitted in the Specific Plan area with a conditional use permit, which could accommodate the storage of solar and wind energy or overflow from the grid. Further, based on the NLISP, solar energy plants and other forms of energy production would be permitted with a conditional use permit.
Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.	Consistent. As discussed in Section 5.2, *Aesthetics*, the project site offers long distance panoramas of the San Gabriel Mountains and Sierra Pelona Mountains to the south and southwest, and Tehachapi Mountains to the northwest, as well

Applicable General Plan Policy	Project Consistency Analysis
	as panoramic views of the desert landscape. Construction activities would be temporary in nature, and any potential changes to scenic visual resources resulting from construction activities would cease upon completion of construction. Future development could have the potential to intermittently obscure distant views of the mountains and desert for motorists and pedestrians traveling through the Specific Plan area as well as for existing residents in the project area. However, views of upper elevations of the surrounding mountains would not be blocked from public vantage points along roadways within the annexation area, and panoramic views of desert expanses are available throughout the City.
Safety Element (formerly Plan for Public Health and Safety)	
Policy 4.1.1: Facilitate rapid physical and economic recovery following an earthquake by identifying and recognizing potentially hazardous conditions and implementing effective standards for seismic design of structures.	Consistent. As discussed in Section 5.6, there are no active faults in the vicinity of the project site. The proposed industrial warehouse buildings would be designed and constructed in compliance with existing regulatory requirements, including the Earthquake Hazards Reduction Act, Seismic Hazard Mapping Act, the California Building Standards Commission, and LMC Chapter 15.08, *Building Code*. Further, the specific plan does not allow for the construction of any residences or other habitable structures.
Policy 4.1.2: Require development in areas with potential slope stability and soil constraints that may impact construction to conduct engineering studies to determine appropriate structural design criteria and effective construction standards to mitigate these conditions.	Consistent: The collective Geotechnical Reports prepared for the proposed project (refer to Appendix 11.4, *Geotechnical Reports*) confirmed that Planning Areas 2, 6, 7, and 8 are relatively flat and have a very low landslide hazard risk. Future development projects throughout the Specific Plan area that would be required to undergo separate environmental review under CEQA, may also be required to implement Mitigation Measure GEO-1 depending on site-specific soil stability. Further, planned industrial development within Planning Areas 2, 4, 6, 7, and 8 would be subject to Mitigation Measure GEO-2, which would require that geotechnical recommendations in the Geotechnical Reports be incorporated into project plans prior to issuance of a grading permit.
Policy 4.2.1: Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from a FEMA 100-year flood.	Consistent. Portions of the project site are located within flood hazard areas; refer to Exhibit 5.7-1, *Flood Zone Map*. However, the NLISP would include a master storm drain system that follows the standards provided in the *City of Lancaster Master Plan of Drainage*. BMPs for industrial and heavy industrial development in the Specific Plan area would include erosion control, directing of stormwater runoff away from operating, processing, fueling, cleaning and storage areas, and exercising general good housekeeping practices to minimize operational impacts to water quality. Storm water management plans would be consistent with the latest version of the *City of Lancaster Master Plan of Drainage*. The final design of the storm water management plan within the Specific Plan area would be subject to review and approval by the City's Engineer.

Applicable General Plan Policy	Project Consistency Analysis
	Additionally, all future development would be required to comply with applicable federal, State, and local regulations related to flood control. These regulations and requirements may include preparation of hydrology and/or drainage studies per LMC Section 16.24.140, *Hydrology Study*; installation of drainage structures such as culverts, storm drains, or other improvements in accordance with LMC Section 16.24.150, *Mitigation of Storm and Nuisance Water Runoff*; implementation of stormwater management practices for proposed landscaping per LMC Section 8.50.200, *Stormwater Management and Rainwater Retention*; and payment of drainage/flood control improvement fees per LMC Section 15.64.060, *Drainage/Flood Control Improvements Fee*.
Policy 4.2.2: Require structures designed for human occupancy within the 100-year floodplain to comply with the City's floodplain ordinance.	Consistent: Portions of the Specific Plan area are within flood hazard zones. Specifically, the southeastern portion (i.e., portions of Planning Areas 3 and 5 through 8) of the Specific Plan area is located within Flood Zones A and AO (an area having a one percent or greater chance of flood occurrence within any given year); refer to Exhibit 5.7-1. As such, future development in accordance with the NLISP could be located in areas that are prone to flooding. As discussed in Section 5.7, *Hydrology and Water Quality*, the project proposes a water detention system designed to comply with the City's storm water management requirements in accordance with LMC Section 16.24.150, *Mitigation of storm and nuisance water runoff*. All future development would be required to comply with applicable federal, State, and local regulations related to flood control. These regulations and requirements may include preparation of hydrology and/or drainage studies per LMC Section 16.24.140, *Hydrology study*; implementation of stormwater management practices for proposed landscaping per LMC Section 8.50.200, *Stormwater management and rainwater retention*; and payment of drainage/flood control improvement fees per LMC Section 15.64.060, *Drainage/flood control improvements fee*. Additionally, per the National Flood Improvement Program Floodplain Management Requirements Guide and Title 44 CFR Sections 60.3(c)(7) and (c)(11), all new construction in Federal Emergency Management Agency (FEMA)-mapped Zone AO requires the lowest floor of any structure to be elevated above the flood plain. Adequate drainage paths would be required around future development to guide floodwater around and away from the proposed buildings, as applicable.
Policy 4.2.3: Retain undeveloped or vacant land within the 100-year floodplain as very low-density rural uses or open space uses where plans for the construction of flood control facilities are absent.	
Policy 4.2.4: Require new development, redevelopment, or major remodels to reduce on-site drainage flows below existing levels and increase groundwater recharge where appropriate.	
Policy 4.2.5: Design storm drainage infrastructure to accommodate existing and anticipated storm flows associated with changing climatic conditions.	
Policy 4.3.1: Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved.	Inconsistent. As discussed in Section 5.16, *Noise*, short-term temporary noise impacts to sensitive receptor locations would be less than significant. Additionally, operational stationary noise sources from proposed industrial uses in Planning Areas 2, 4, 6 (east), 7 and 8 would result in less than significant impacts when compared to City exterior noise standards.
Policy 4.3.2: Wherever feasible, manage the generation of single event noise levels (SENL) from motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities such that SENL levels are no greater than 15 dBA	

Applicable General Plan Policy	Project Consistency Analysis
above the noise objectives included in the Plan for Public Health and Safety.	However, off-site mobile (traffic) noise impacts associated with the proposed development in Planning Areas 2, 4, 6, 7, and 8 of the Specific Plan area would be significant and unavoidable with no feasible mitigation measures available to reduce such impacts.
Policy 4.3.3: Ensure that the provision of noise attenuation does not create significant negative visual impacts.	Consistent. The NLISP requires that any walls constructed for noise attenuation be solid (concrete block). However, the solid walls would be designed in a manner that does not adversely result in visual impacts with proper landscaping, maximum height limits, etc.
Policy 4.5.1: Ensure that the transport, use, storage, and disposal of hazardous materials occurs in a responsible manner which protects residents' and businesses' public health and safety.	Consistent. As discussed in Section 5.8, *Hazards and Hazardous Materials*, proposed and future industrial buildings consistent with the NLISP would potentially involve the routine transport, use, or disposal of hazardous materials typically associated with light industrial uses. During construction, Mitigation Measures HAZ-1 through HAZ-3 would be required to minimize potential risks related to the accidental release of hazardous materials from unknown contamination, including risks from unknown waste or suspect materials, septic tanks, and asbestos containing materials and/or lead-based paint. Operation of industrial uses would be required to comply with existing hazardous materials regulations codified in CCR Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95 as well as CCR Title 49. Additionally, some operations may require registration with the Los Angeles County Fire Department (LACFD) and preparation of a Risk Management Plan. Overall, compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur. Impacts regarding the routine transport, use, or disposal of hazardous materials during project operations associated with future development would be less than significant.
Policy 4.6.1: Ensure that adequate law enforcement is provided to the residents and businesses of the City of Lancaster.	Consistent. As discussed in Section 5.10, *Public Services and Recreation*, the proposed project could result in increased demand for police protection services and facilities. Future developments would be reviewed by the Los Angeles County Sheriff's Department (LASD) and the Lancaster Police Department (LPD) as part of the site plan and development review process. Additionally, future development would be designed in compliance with LMC Chapter 15.08, *Building Code*, adopts by reference the 2022 CBC. LMC Chapter 15.08 includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services.
Policy 4.6.2: Promote public safety through the incorporation of Crime Prevention Through Environmental Design	Consistent. The NLISP proposes wall-mounted and other types of outdoor security lighting. Additionally, the LASD generally

Applicable General Plan Policy	Project Consistency Analysis
(CPTED) concepts and other methods to design and implement new developments.	encourages CPTED design, which reduce opportunities for criminal activities by implementing physical design features that encourage proper defensible spaces, territoriality, surveillance, physical security, and strategically located lighting and landscaping. Compliance with local regulations would discourage opportunities for criminal activities.
Policy 4.7.1: Reduce and minimize the risk of structural and wildland fires within existing and future development areas.	Consistent: According to the California Department of Forestry and Fire Protection's *Fire Hazard Severity Zone Viewer*, the Specific Plan area is not located in or near a State Responsibility Area or Local Responsibility Area nor classified as a Very High Fire Hazard Severity Zone. Nonetheless, LACFD would conduct site plan review for all planned and future development to ensure structural fire risk is minimized.
Policy 4.7.2: Ensure adequate fire prevention and suppression infrastructure (fire stations, firefighting equipment) and personnel are available to protect the citizens and businesses of the City of Lancaster.	Consistent. Although the NLISP would allow increased development and new uses to occur in the northern portion of the City, future development would be required to adhere to LMC Chapter 15.76, *Fire Protection Fees*, which requires payment of a development impact fee for fire protection services to the City prior to issuance of a building permit. As detailed in LMC Section 15.76.030, payment of the fees is intended to mitigate impacts that new development would have on the City's current fire protection service capacity in existing facilities. The City would collects development impact fees for fire protection as new development occurs, which are then passed on to the LACFD. The LACFD reviews and plans for any required capital improvements to continue providing adequate fire protection services in the project area.
Policy 4.7.3: Ensure that new development incorporates the recommended design strategies to minimize the potential for fire.	Consistent. Proposed and future buildings consistent with the NLISP would be developed in accordance with all applicable City codes and policies related to emergency access, including the California Fire Code and LMC Title 15, *Buildings and Construction*. Additionally, all plans would be reviewed by LACFD.
Plan for Active Living	
Policy 9.1.1: Work with area school districts to identify funding programs for school site acquisition and facilities construction which recognize chronic shortfalls in traditional funding programs, and to ensure that schools are appropriately located.	Consistent. As discussed in Section 5.10, planned and future developments would be required to pay standard development impact fees per square foot to the applicable school districts pursuant to Senate Bill 50. Funding from impact fees would be utilized for school site acquisition, facilities construction, and other resource improvements.
Policy 12.1.1: Preserve features and sites of significant historical and cultural value consistent with their intrinsic and scientific values.	Consistent. As discussed in Section 5.5, *Tribal and Cultural Resources*, implementation of the NLISP would incorporate Mitigation Measures CUL-1 through CUL-6 in order to minimize impacts to known and unknown cultural and tribal cultural resources.
Policy 12.2.1: Promote the construction of libraries or expansion of existing libraries as required to meet the needs of existing and future residents.	Consistent. Overall, future light and heavy industrial development associated with the NLISP would not directly increase demand for library facilities in a manner that would require the construction of new facilities, the construction of which could cause significant environmental impacts.

Applicable General Plan Policy	Project Consistency Analysis
Plan for Physical Mobility	
Policy 14.1.3: Require that the fair and equitable cost of constructing arterials which connect outlying urban development to the City core be borne by developments which create the need for them.	Consistent: Vehicular roadways are planned to be designated as major arterials (Avenue D, Avenue E, Avenue F, 10th Street West, 20th Street West, and Sierra Highway) and secondary arterials (Avenue F-8). Portions of the ROW would be designated for parkway landscaping and sidewalks. As detailed in NLISP Table 6-1, *Finance and Maintenance Plan*, each developer would be responsible for the construction of these ROW and roadway improvements, and the City would be responsible for their ongoing maintenance and repair.
Policy 14.2.1: Support and improve a roadway network that is sensitive to environmental issues such as, biological, land, and water resources, as well as air quality, while permitting continued development within the study area.	Consistent: Refer to response to Policy 14.1.3 regarding proposed circulation improvements. Proposed improvements would adhere to the Circulation and Access Plan Element of the proposed NLISP, and as such would be implemented with respect to land use. As discussed in Section 5.13, emissions from mobile sources along project roadways was considered in operational emission modeling; it was determined that impacts to air quality emissions, including mobile sources, would be less than significant. As discussed in Section 5.4, the project site is not located within a mapped wildlife corridor, wildlife linkage area, or other Statewide or regional wildlife connectivity overlay. Implementation of Mitigation Measures BIO-1 through BIO-5 would reduce impacts to wildlife movement and jurisdictional waters to less than significant levels. As such, proposed circulation improvements would be designed with respect to biological and water resources.
Policy 14.2.2: Manage the City's roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes. Maintain design standards or guidelines for streetlights, landscaping, street furniture, and other streetscape features that enhance Lancaster neighborhoods, with due consideration to maintenance needs and operational costs.	Consistent: Refer to response to Policy 3.6.1. Additionally, Chapter 4, *Design Guidelines*, of the NLISP, describes the quality and character of physical development planned for the Specific Plan area. Streetscapes within and along the Specific Plan area would include a combination of approved plant materials to create a visually pleasing experience for employees, visitors, pedestrians and passing motorists. The streetscapes would link the arterial roadways abutting and traversing through the Specific Plan area to the private streets and driveways interior to the site, and reflect the overall landscape design theme.
Policy 14.2.3: Support flexible street design and operation that takes into consideration community character, access to adjacent land uses, and the accommodation of multiple travel modes.	
Policy 14.3.1: Maintain an adequate supply of parking that will support the present level of automobiles and allow for the expected increase in alternative modes of transportation.	Consistent: NLISP Table 5-2, *Light Industrial Development Standards*, and Table 5-4, *Heavy Industrial Development Standards*, include minimum parking space counts and space sizes dependent on building use. The NLISP would also permit truck and trailer storage, as well as truck terminals that provide parking, servicing, and repairs.

Applicable General Plan Policy	Project Consistency Analysis
Policy 14.3.2: Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, and quality of life.	Consistent: The NLISP site orientation would provide easily-recognizable pedestrian access to building entrances from the street, parking areas, and perimeter sidewalks. Well-placed directional signs would guide visitors, workers, and drivers to key areas such as entrances, parking lots, buildings, and service zones, minimizing confusion and improving traffic flow. All parking areas would include landscaping, and covered parking areas would be equipped to accommodate solar panels. Electric vehicle charging stalls would be provided.
Policy 14.4.2: Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.	Consistent: Sidewalks would be constructed along all major arterial and secondary arterial roadways in order to encourage pedestrian activity. Other non-vehicular transportation improvements would ultimately connect to the existing City and County bike and trail system; refer to Exhibit 3-6. Additionally, bike access is permitted within the major and secondary arterials ROW within the Specific Plan area. Future development projects fronting major arterial and secondary arterial roadways would be responsible for constructing the sidewalks and bike lane facilities in the public ROW as part of the roadway frontage improvement requirements.
Policy 14.4.3: Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders.	Consistent. Refer to response to Policy 14.4.2.
Policy 14.4.4: Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.	Consistent: Refer to responses to Policies 3.3.1 and 3.6.1.
Policy 14.4.5: Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.	Consistent: Refer to response to Policy 14.4.2.
Policy 14.5.1: Provide adequate streets and a support system to accommodate both automobile and truck traffic.	Consistent: The Circulation and Access Plan within the proposed NLISP describes anticipated buildout of the circulation network within the Specific Plan area; refer to Exhibit 3-5, *Vehicular Circulation and Access Plan*. Per the City's Local Transportation Assessment Guidelines, a Local Transportation Assessment (LTA) was prepared for the project to analyze potential circulation system deficiencies that may result from project implementation. The LTA identified improvements necessary to provide or maintain site access and acceptable peak hour level of service (LOS), including stop control, traffic signals, roadway striping/restriping, turn lanes, and additional queuing space. Final street design, intersection design, intersection spacing, intersection right-of-way, and traffic controls would be required to conform to the City's Roadway Standards as well as LMC Chapter 12.12; for future development projects within the Specific Plan area, roadway design details would be determined as part of the Site Plan Review approval. Upon implementation of the LTA recommendations, as well as payment of traffic impact and traffic

Applicable General Plan Policy	Project Consistency Analysis
	signalizations fees per LMC Sections 15.64.040 and 15.64.050, impacts regarding roadway improvements would be less than significant.
Plan for Municipal Services and Facilities	
Policy 15.1.3: Ensure that adequate flood control facilities are provided, which maintain the integrity of significant riparian and other environmental habitats in accordance with Biological Resources policies.	Consistent: The project would be required to comply with applicable federal, State, and local regulations related to flood control. These regulations and requirements may include preparation of hydrology and/or drainage studies per LMC Section 16.24.140, *Hydrology study*; installation of drainage structures such as culverts, storm drains, or other improvements in accordance with LMC Section 16.24.150, *Mitigation of storm and nuisance water runoff*; implementation of stormwater management practices for proposed landscaping per LMC 8.50.200, *Stormwater management and rainwater retention*; and payment of drainage/flood control improvement fees per LMC Section 15.64.060, *Drainage/flood control improvements fee*.
Policy 15.1.4: Ensure that mitigation is provided for all development in recognized flood prone areas. Any mitigation of flood hazard in one area shall not exacerbate flooding problems in other areas.	Consistent. Refer to response to Policy 4.2.1.
Policy 15.1.5: Ensure sufficient infrastructure is built and maintained to handle and treat wastewater discharge.	Consistent. As discussed in Section 5.11, future development within the Specific Plan area would connect to the City's wastewater network via an existing sanitary sewer line located in 20th Street West, along the western boundary of the Specific Plan area. The existing sanitary sewer main would provide points of connection along 20th Street West at Avenue D, Avenue E, and Avenue F. There is also an option to install an off-site sanitary sewer line (i.e., off-site from the Specific Plan area but within the larger annexation area) to connect to the existing 20th Street West sewer line at Avenue G. Future on-site planned sewer lines would occur within Avenue D, Avenue E, Avenue F, the southern section of 10th Street West, and within the common border of Planning Areas 6 and 7.
Policy 15.2.2: Minimize the generation of solid wastes as required by State law (Assembly Bill 939) through an integrated program of public education, source reduction, and recycling.	Consistent. As discussed in Section 5.11, planned and future industrial developments within the Specific Plan area would be required to demonstrate compliance with Assembly Bill (AB) 939, which requires that at least 50 percent of waste produced is recycled, reduced, or composted. Subsequent to the passage of AB 939, regulations have been passed requiring at least 75 percent of waste be recycled, construction waste to be recycled and the provision of organics recycling at all facilities.
Policy 15.3.1: Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.	Consistent. As discussed in Section 5.10, all planned and future industrial development projects within the proposed NLISP would be required to undergo separate entitlement processes and would be required to pay standard development impact fees to offset any increase in demand for public services.
Plan for Economic Development and Vitality	
Policy 16.1.1: Promote a jobs/housing balance that places an emphasis on the attraction of high-paying jobs which will	Consistent. As of July 2024, the City's current jobs/housing ratio is approximately 1.05 (59,100 jobs and 56,257 dwelling units); refer to Section 5.9, *Population and Housing*. Based on SCAG

Applicable General Plan Policy	Project Consistency Analysis
enable the local workforce to achieve the standard of living necessary to both live and work within the community.	growth projections, the City's jobs/housing ratio is anticipated to decrease to approximately 0.98 by 2050. A jobs/housing ratio under 1.0 is considered imbalanced, and as such the General Plan and SCAG projections show an unhealthy decline in the City's employment opportunities. Buildout of the proposed NLISP would introduce 19,358 jobs to the City and result in a beneficial impact related to employment in the City and improve the City's overall jobs/housing balance.
Policy 16.2.6: Ensure that a variety of sites are available for a diversity of industrial and commercial users.	Consistent. The project proposes to annex unincorporated land within the City's SOI into the City to encourage development on vacant, underutilized land. The NLISP would be permitted under the proposed SP pre-zone, and industrial uses would be permitted under the proposed LI and HI land use designations.
Policy 16.3.2: Provide sufficient amounts of land zoned for each type of major revenue generating land use to allow for competitive development opportunities among many potential sites with a broad range of site features and land uses.	Consistent. The NLISP proposes LI and HI land use designations across eight Planning Areas. The proposed LI uses are envisioned to contain a range of manufacturing, warehousing and distribution, fulfillment center, parcel hub, indoor and outdoor storage, food manufacturing, repair shops, office, community facilities, commercial, and other similar activities or uses. The HI uses are envisioned to provide a range of medium to high intensity industrial uses such as manufacturing, assembly, research and development, parcel hub, truck terminal, equipment repair, warehousing and distribution, and outdoor storage and stacking.
Plan for Physical Development	
Policy 17.1.1: Maintain an adequate inventory of land for residential, commercial, employment, quasi-public, public, and open space uses.	Consistent. Refer to responses to Policies 16.2.6 and 16.3.2.
Policy 17.1.4: Provide for office and industrial-based employment-generating lands which are highly accessible and compatible with other uses in the community.	Consistent. Refer to responses to Policies 16.2.6 and 16.3.2. Vehicular roadways are planned to be designated as major arterials (Avenue D, Avenue E, Avenue F, 10th Street West, 20th Street West, and Sierra Highway) and secondary arterials (Avenue F-8). The non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail system; refer to Exhibit 3-5, *Vehicular Circulation and Access Plan*, and Exhibit 3-6. The intent of the NLISP is to guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area. NLISP Chapter 4, *Design Guidelines*, describes the quality and character of physical development anticipated in the Specific Plan area. The guidelines consist of four principal components: Site Planning Guidelines, Architectural Design Guidelines, Signage Guidelines, and Landscape Guidelines.
Policy 18.1.2: Encourage development that is compatible with the City's designated rural and non-urban areas.	Consistent. Refer to responses to Policies 16.2.6, 16.3.2, and 17.1.4.
Source: City of Lancaster, *City of Lancaster General Plan 2030*, July 14, 2009.	

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

LANCASTER MUNICIPAL CODE

LU-2 PROJECT IMPLEMENTATION COULD CONFLICT WITH LANCASTER MUNICIPAL CODE STANDARDS OR REGULATIONS.

Impact Analysis:

ANNEXATION ANALYSIS

The City does not currently identify any zoning for the project site given that the site is outside of the City's jurisdiction. Following annexation, the Specific Plan area would be pre-zoned SP to allow for implementation of the proposed NLISP while the remainder of the annexation area would be pre-zoned a mix of zoning designations, including RR-2.5 (Rural Residential, minimum lot size 2.5 acres), Mixed Use-Employment (MU-E), LI, P, Mobile Home Park (MHP), and SP; refer to Exhibit 3-3. The proposed pre-zones would align with the proposed land use designations discussed in Impact Statement LU-1 as follows:

- The RR-2.5 zone would be consistent with the NU land use designation;
- The MU-E zone would be consistent with the MU land use designation;
- The LI zone would be consistent with the LI land use designation;
- The P zone would be consistent with the P land use designation;
- The MHP zone would be consistent with the MR-1 land use designation; and
- The SP zone would be consistent with the SP land use designation.

The proposed pre-zone would provide direction for future development within the annexation area; however, there is no construction or development proposed within the annexation area at this time (aside from the Specific Plan area). Future development in accordance with the proposed zoning would be subject to project and site-specific approvals on a case-by-case basis. Additionally, all future development would be required to comply with the applicable development standards and regulations in corresponding sections of LMC Title 17, *Zoning*. As such, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

As stated, the City does not currently identify any zoning for the project site. Following annexation into the City, the project includes pre-zoning the Specific Plan area as SP to allow for implementation of the proposed NLISP. The NLISP is organized into several chapters consisting of the Introduction, Existing Conditions, Plan Elements, Design Guidelines, Development Regulations, and Implementation Plan. The NLISP would guide future development of light and heavy industrial uses in accordance with the NLISP's development regulations and design standards and guidelines, which are consistent with the General Plan and LMC.

NLISP Chapter 4, *Design Guidelines*, describes the quality and character of physical development anticipated in the Specific Plan area. The guidelines consist of four principal components: Site Planning Guidelines, Architectural Design Guidelines, Signage Guidelines, and Landscape Guidelines. The Site Planning Guidelines apply to all development within the Specific Plan area and include guidelines related to site orientation and planning, loading and storage logistics, and parking and loading areas. The Architectural Style Guidelines include those related to four-sided architecture; building form and massing; building materials, colors, and textures; windows and doors; walls and fencing; utilities and integrated equipment; building roofs; trash enclosures, outdoor employee amenities/design elements; and outdoor lighting. The Signage Guidelines provide guidance for general signage concept, general sign construction, building-mounted signs, freestanding identification signs, and wayfinding and instructional signs. Lastly, the Landscape Guidelines provide design criteria for landscape, streetscape, edge conditions, screening and buffering, hardscaping, irrigation, and water conservation. A plant palette is also proposed to establish a base palette for the Specific Plan area's landscape design.

NLISP Chapter 5, *Development Regulations*, establishes the allowable land uses and development standards for all development within the Specific Plan area. NLISP Table 5-1, *Permitted Uses*, identifies uses that are permitted, conditionally permitted, and prohibited within the Specific Plan area. Uses are categorized in the table as Manufacturing and Assembly; General Industrial; Alternative Energy/Energy Production; Warehouse, Transportation, Freight, and Storage Services; Public and Institutional Uses; Commercial; Other Uses; and Prohibits Uses. Development standards for the two proposed land use designations within the Specific Plan area are detailed in NLISP Table 5-2, *Light Industrial Development Standards*, and Table 5-3, *Heavy Industrial Development Standards*. Standards related to lot size, building height, floor area ratio, landscape coverage, setback requirements, required parking spaces and sizes, and other development standards are detailed in the tables. Additional development standards associated with alternative energy/utility uses are also provided. Future development on-site would be required to comply with the NLISP development regulations, which supersede the relevant provisions of the LMC. Thus, upon approval of the proposed SP pre-zone and approval of the NLISP, the project would not conflict with the LMC. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

LU-3 PROJECT IMPLEMENTATION COULD CONFLICT WITH SCAG'S 2024-2050 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY GOALS.

Impact Analysis:

ANNEXATION ANALYSIS

Chapter 3.3, *Regional Planning Policies*, of SCAG's 2024-2050 RTP/SCS contains the framework for integrating land use and transportation planning to realize the vision of the 2024-2050 RTP/SCS. The

Regional Planning Policies are a resource for local jurisdictions to demonstrate alignment with the RTP/SCS; it is up to local agencies to identify which are the most applicable Regional Planning Policies. The proposed land use designations and pre-zones would provide direction for future development within the annexation area; however, there is no construction or development proposed within the annexation area at this time (aside from the Specific Plan area). Future development within the annexation area would be subject to project and site-specific approvals on a case-by-case basis. Additionally, all applicable future development would be required to demonstrate consistency with the current RTP/SCS or applicable regional planning document. As such, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

The SCAG 2024-2050 RTP/SCS identifies core goals related to and mutually reinforced by mobility, community, the environment, and the economy. Together, these core goals shape the larger vision of the RTP/SCS. The Regional Planning Policies then provide guidance for integrating land use and transportation planning to realize this vision. As described above, it is up to local agencies to identify which of the 2024-2050 RTP/SCS Regional Planning Policies are the most applicable to a proposed project. As shown in Table 5.1-2, *SCAG 2024-2050 RTP/SCS Consistency Analysis*, the proposed NLISP would be consistent with the Regional Planning Policies of the 2024-2050 RTP/SCS. Impacts would be less than significant.

Table 5.1-2
SCAG 2024-2050 RTP/SCS Consistency Analysis

Applicable Regional Planning Policy	Project Consistency Analysis
Complete Streets Policy 03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	Consistent: The right-of-way and street configurations for Major and Secondary Arterials are provided on Figure 3-4 of the NLISP. Other roadways within the Specific Plan area, intersection design, intersection spacing, intersection right-of-way, and traffic controls would be required to conform to City standards. Additionally, the NLISP plans for a network of sidewalks and bicycle lanes within the street ROWs; refer to Exhibit 3-6, *Non-Vehicular Circulation and Access Plan*. As illustrated, meandering sidewalks are planned along all major and secondary arterial roadways. The non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail system.
Complete Streets Policy 04. Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).	
Transit and Multimodal Integration Policy 07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	

Applicable Regional Planning Policy	Project Consistency Analysis
Transportation System Management Policy 12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.	Consistent: The Circulation and Access Plan within the proposed NLISP describes anticipated buildout of the circulation network within the Specific Plan area; refer to Exhibit 3-5, *Vehicular Circulation and Access Plan*. Per the Local Transportation Assessment Guidelines, a Local Transportation Assessment (LTA) was prepared for the project to analyze potential circulation system deficiencies that may result from project implementation. The LTA identified improvements necessary to provide or maintain site access and acceptable peak hour level of service (LOS), including stop control, traffic signals, roadway striping/restriping, turn lanes, and additional queuing space. Final street design, intersection design, intersection spacing, intersection right-of-way, and traffic controls would be required to conform to the City's Roadway Standards as well as LMC Chapter 12.12; for future development projects within the Specific Plan area, roadway design details would be determined as part of the Site Plan Review approval. Upon implementation of the LTA recommendations, as well as payment of traffic impact and traffic signalizations fees per LMC Sections 15.64.040 and 15.64.050, impacts regarding roadway improvements would be less than significant.

Applicable Regional Planning Policy	Project Consistency Analysis
Priority Development Areas Policy 34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled.	Consistent: The project would annex undeveloped land within the City's SOI into the City's jurisdiction and accommodate a variety of uses within the annexation area and Specific Plan area. Buildout of the proposed NLISP would introduce 19,358 jobs to the City and provide beneficial impacts related to employment in the City and improve the jobs/housing balance, potentially allowing its residents to work within the community (rather than commuting to neighboring cities). As discussed in Section 5.12, *Transportation*, proposed buildout of Planning Areas 2, 4, 6, 7, and 8 would generate 14.6 Home-Based Work VMT per employee. In comparison to the City's threshold of 15 percent below Baseline VMT of the Antelope Valley, the Project is 7.1 Home-Based Work VMT per employee higher. As such, development of the proposed 11.3 million sf of industrial warehouse use in Planning Areas 2, 4, 6, 7, and 8 would require payment into the City's VMT Mitigation Program to reduce impacts related to VMT (Mitigation Measure TRA-1). The funds would be utilized to implement VMT-reducing projects throughout the City to reduce Citywide VMT. Additionally, the NLISP provides for a network of sidewalks and bicycle lanes within the roadway right-of-way; refer to Exhibit 3-6. As illustrated, meandering sidewalks are planned along all major and secondary arterial roadways. The non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail system. Additionally, bicycle access would be permitted within the major and secondary arterials right-of-way within the Specific Plan area.
Sustainable Development Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	Consistent: The project would be required to comply with the applicable CALGreen standards in place at the time plan check submittals are made, which would ensure that the project energy demands are not inefficient, wasteful, or otherwise unnecessary. Additionally, at least 65 percent of construction and demolition debris would be recycled and/or salvaged for reuse in compliance with CALGreen Section 5.408. This would include incorporation of smart irrigation systems, rooftop solar panels, and electric vehicle charging stations into site design.

Applicable Regional Planning Policy	Project Consistency Analysis
Sustainable Development Policy 50: Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability.	Consistent: The NLISP would establish a new industrial development area that would attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment. The NLISP would guide future development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area. Additionally, the project would ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.
Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	Consistent: As discussed in Section 5.13, *Air Quality*, and Section 5.14, *Greenhouse Gas Emissions*, the NLISP would be subject to all applicable regulatory requirements (e.g., California Energy Code and CALGreen Code), which would further reduce GHG emissions, and would implement some of the measures included in Table 5.13-2 *National and California Ambient Air Quality Standards*.
Air Quality Policy 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.	Consistent: The NLISP would incorporate alternative energy practices and production through renewable means such as solar, hydrogen, and battery energy storage uses.

Applicable Regional Planning Policy	Project Consistency Analysis
Natural and Agricultural Lands Preservation Policy 59. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.	Consistent: According to the California Department of Forestry and Fire Protection's *Fire Hazard Severity Zone Viewer*, the Specific Plan area is not located in or near a State Responsibility Area or Local Responsibility Area nor classified as a Very High Fire Hazard Severity Zone. Portions of the project site are located within flood hazard areas. However, the NLISP would include a master storm drain system that follows the standards provided in the *City of Lancaster Master Plan of Drainage*. BMPs for industrial and heavy industrial development in the Specific Plan area would include erosion control, directing of stormwater runoff away from operating, processing, fueling, cleaning and storage areas, and exercising general good housekeeping practices to minimize operational impacts to water quality. Storm water management plans would be consistent with the latest version of the *City of Lancaster Master Plan of Drainage*. The final design of the storm water management plan within the Specific Plan area would be subject to review and approval by the City's Engineer. Additionally, all future development would be required to comply with applicable federal, State, and local regulations related to flood control. These regulations and requirements may include preparation of hydrology and/or drainage studies per LMC Section 16.24.140, *Hydrology Study*; installation of drainage structures such as culverts, storm drains, or other improvements in accordance with LMC Section 16.24.150, *Mitigation of Storm and Nuisance Water Runoff*; implementation of stormwater management practices for proposed landscaping per LMC Section 8.50.200, *Stormwater Management and Rainwater Retention*; and payment of drainage/flood control improvement fees per LMC Section 15.64.060, *Drainage/Flood Control Improvements Fee*.
Natural and Agricultural Lands Preservation Policy 60. Support regional conservation planning and collaboration across the region.	Consistent. As discussed in Section 5.4, *Biological Resources*, the project site is not located within a mapped wildlife corridor, wildlife linkage area, or other Statewide or regional wildlife connectivity overlay. Implementation of Mitigation Measures BIO-1 through BIO-5 would reduce impacts to wildlife movement and jurisdictional waters to less than significant levels. Additionally, all development within the NLISP and annexation areas would be required to comply with the City's Biological Impact Fee Ordinance at the time of Final Map or Building Permit issuance. This ordinance requires the payment of $770 per acre and is utilized to acquire conservation property representative of the Antelope Valley's biological resources. As such, through mitigation and payment of applicable fees, the project would support and protect conservation and restoration of natural habitat and wildlife corridors.
Natural and Agricultural Lands Preservation Policy 61. Encourage the protection and restoration of natural habitat and wildlife corridors.	

Applicable Regional Planning Policy	Project Consistency Analysis
Climate Resilience Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.	Consistent: As demonstrated within this table as well as Table 5.1-1, the proposed project would be consistent with local and regional transportation and land use strategies designed to integrate different planning approaches.
Climate Resilience Policy 67. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	Consistent: As outlined in NLISP Section 4.8.4, *Irrigation and Water Conservation*, irrigation plans within the Specific Plan area would generally prohibit the application of water on non-vegetated surfaces, encourage drip systems or other types of permanent, underground, and automatic systems, would apply water at a slower pace so as to allow absorption and prevent run-off, would be screened from the public, and would be programmed to adjust operations based on the season. Additionally, as established in NLISP Section 4.5.6, *Utilities and Integrated Equipment*, in order to reduce water use and associated energy use, buildings would include water conservation measures such as the installation of low-water use appliances and fixtures. Potential impacts to water supply, including groundwater supply, from NLISP buildout are assessed in Section 5.11, *Utilities and Service Systems.* As discussed in Section 5.11, a Water Supply Assessment was prepared for the project per SB 610 to determine if LACWD 40 would have sufficient water supplies to serve buildout of the NLISP and existing customers during normal, single dry-year, and multiple dry-year scenarios through 2045; impacts were determined to be less than significant. All future development would be required to comply with applicable State and local regulations pertaining to water supply, including Title 20 of the CCR and SB 610; in compliance with SB 610 requirements, all developments may also be required to demonstrate adequate water supply with either a signed Water Availability Form, "Will-Serve" letter, or equivalent.
Goods Movement Policy 70. Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure. **Goods Movement Policy 72.** Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts. **Goods Movement Policy 73.** Ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region.	Consistent: As discussed in Section 3.5, *Goals and Objectives*, the proposed project is intended to: • Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development. • Expand economic development and facilitate job creation in the City by establishing a new industrial development area. • Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for

Applicable Regional Planning Policy	Project Consistency Analysis
Workforce Development Policy 85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change).	operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods. The NLISP envisions a variety of industrial uses including warehouses/logistics centers, manufacturing, repair facilities, commercial and alternative energy uses. The location of the Specific Plan area is appropriate for a wide variety of industrial-type uses due predominantly vacant land use, minimal sensitive receptors and adjacency to State Route 14 (SR-14). To accommodate the movement of goods on- and off-site, vehicular roadways are planned to be designated as major arterials (Avenue D, Avenue E, Avenue F, 10th Street West, 20th Street West, and Sierra Highway) and secondary arterials (Avenue F-8).

Source: Southern California Association of Governments, *Connect SoCal: A Plan for Navigating to a Brighter Future*, adopted April 4, 2024.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

GENERAL WILLIAM J. FOX AIRFIELD LAND USE COMPATIBILITY PLAN

LU-4 PROJECT IMPLEMENTATION COULD CONFLICT WITH APPLICABLE GENERAL WILLIAM J. FOX AIRFIELD LAND USE COMPATIBILITY PLAN POLICIES.

Impact Analysis:

ANNEXATION ANALYSIS

Portions of the annexation area are located within the boundaries of the ALUCP, specifically Compatibility Zones C, D, and E. Development within the General William J. Fox Airfield compatibility zones would be required to comply with the guidelines and standards provided in the ALUCP; refer to Exhibit 3-11, *General William J. Fox Airfield Compatibility Map*. Buildout of the annexation area is anticipated to accommodate residential development in the RR-2.5, MU-E, and MHP zones, some of which may be within Compatibility Zone C. Residential uses within Zone C would be limited to a maximum height of three floors of residential uses and subject to density limitations as well. All future development within the annexation area would be subject to project and site-specific approvals on a case-by-case basis. Further, all future development within the Airport

Influence Area would be required to demonstrate compliance with the ALUCP, as applicable. As such, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

As shown on Exhibit 3-11, portions of Planning Areas 1, 4, and 5 are within Compatibility Zone C, portions of Planning Areas 1 through 6 are within Compatibility Zone D, and portions of Planning Area 6 are within Compatibility Zone E; Planning Areas 7 and 8 are not within the Airport Influence Area. Development within the General William J. Fox Airfield compatibility zones are required to comply with the guidelines and standards provided in the ALUCP. If there are any inconsistencies between the ALUCP and Chapters 4 or 5 of the NLISP, the requirements of the ALUCP shall govern. The industrial warehouse uses proposed within Planning Areas 2, 4, and 6 (east) would be required to comply with ALUCP guidelines and standards and be subject to air space review. Future buildout of the NLISP would similarly be required to demonstrate consistency with the ALUCP and be subject to air space review, where applicable. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

BEST PRACTICES FOR WAREHOUSE PROJECTS

LU-5 PROJECT IMPLEMENTATION COULD CONFLICT WITH THE ATTORNEY GENERAL'S BEST PRACTICES FOR WAREHOUSE PROJECTS.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed land use designations and pre-zones would provide direction for future development within the annexation area, including the development of warehouse uses; however, there is no construction or development proposed within the annexation area at this time (aside from the Specific Plan area). Most of the area outside of the specific plan is designated for residential uses or public uses, specifically the Sanitation District. Future warehouse development within the annexation area would be subject to project and site-specific approvals on a case-by-case basisAs such, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

The proposed NLISP would allow for a variety of uses, including industrial uses, such as warehouse/distribution facilities, alternative energy production (e.g., solar, hydrogen, battery storage, etc.), and commercial uses. As shown in Table 5.1-3, *Consistency with Best Practices for Warehouse Projects*, the proposed project would predominantly be consistent with applicable best practices and mitigation measures for warehouse projects, as defined by the Bureau. Impacts would be less than significant.

Table 5.1-3
Consistency with Best Practices for Warehouse Projects

Best Practice Measure	Project Implementation/Consistency
Community Engagement	
Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into project design.	Consistent: Refer to Section 2.3, *Notice of Preparation/Early Consultation*. The Notice of Preparation (NOP) for the proposed project was distributed for a 30-day public review period from September 3, 2024 through October 3, 2024. Additionally, the NOP was published in the Antelope Valley Press on September 3, 2024, posted on the City of Lancaster's website, posted with the Los Angeles County Clerk, and uploaded to the State Clearinghouse website. The notices were also mailed to all property owners within the annexation area and 1,500 feet beyond and a list of interested agencies and organizations. A public scoping meeting for the proposed project was conducted on September 26, 2024, in the City Council Chambers at Lancaster City Hall located at 44933 Fern Avenue, Lancaster, California 93534. During the scoping meeting, public comments were received. An information briefing regarding the project was provided to the Planning Commission on March 17, 2025. During the public comment period on the Draft EIR, the public will also be able to provide oral comments on the Draft EIR and Specific Plan at the June 16, 2025 Planning Commission meeting. Any comments received during this meeting will be addressed in the Final EIR. In addition to these public comment periods, the community will have the ability to provide comments at public hearings for project approval before the Planning Commission (1 hearing), the City Council (2 hearings) and Los Angeles County Local Agency Formation Commission (LAFCO).
Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The information should be in a format that is easy to navigate and understand for members of the affected community.	Consistent: Refer to Section 2.3. Notices for all public review periods were published in the local paper (Antelope Valley Press), posted at the Lancaster Library, City Hall, County Clerk, State Clearinghouse, and on the City's website. All environmental and public hearing notices are mailed to property owners within the project boundaries and 1,500 feet beyond. Hard copies are available for viewing at City Hall and upon request. Additionally, public hearing notices were posted at City Hall, Lancaster Library, and post office.
Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete	Consistent: Refer to Section 2.3. All environmental notices (NOP and Notice Of Availability [NOA]) and public hearing notices were sent to all property owners and residents within the project boundary plus 1,500 feet beyond.

Best Practice Measure	Project Implementation/Consistency
information about the project and for providing input on the project.	In addition, the NOP and NOA were provided to a list of local and regional agencies and non-governmental organizations (NGOs), including all four public school districts that serve the the City of Lancaster and potentially the project site (3 elementary school districts and 1 high school district).
Providing translation or interpretation in residents' native language, where appropriate.	Consistent: Translation and interpretation services during City meetings are available upon request per City policy.
For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.	Consistent: All City public meetings are streamed live and the video of all hearings are available on the City's website for viewing at any time (https://www.cityoflancasterca.org/our-city/departments-services/city-clerk/meetings-agendas-and-minutes/public-meetings-web-streaming). Notices for public hearings for the proposed project will be provided at least 20 days prior to the hearing. Comments are welcome at all meetings however; the City does not accept comments via telephone and does not hold virtual meetings. Any future project within the specific plan or annexation area that requires Planning Commission or City Council approval would be subject to a 10-day notice of the public hearing, mailed notices to surrounding property owners, and a public hearing sign is required to be posted on the site. All hearing dates for the calendar year are published on the City's website.
Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.	Consistent: Refer to Section 2.3. The NOP and NOA were provided to a list of local and regional agencies and NGOs, including all four public school districts that serve the project site.
Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.	Not Applicable: The project applicant for the annexation and specific plan is the City of Lancaster and thus, this is inapplicable. Additionally, this is something that would need to be adopted as a City practice not on an individual project by project basis.
Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.	Consistent: Refer to Impact Statement AQ-2 in Section 5.13, *Air Quality*. Per Mitigation Measure AQ-22, contact information for the individual who can address all construction-related issues (e.g., noise, dust, etc.) would be posted on the project site.
Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.	
Warehouse Siting and Design Consideration	
Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.	Consistent: Refer to Impact Statement AQ-3 in Section 5.13. The Specific Plan area is located north of the existing City boundary, approximately one mile north of existing residential subdivisions. The only sensitive receptor within 1,000 feet of any industrial distribution facility is Leisure Lakes mobile home park, located approximately 145 feet west of the Specific Plan area. However, it was determined that impacts to sensitive

Best Practice Measure	Project Implementation/Consistency
	receptors during project operation would be less than significant.
Provide adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.	Consistent: NLISP Table 5-2, *Light Industrial Development Standards*, and Table 5-4, *Heavy Industrial Development Standards*, include minimum parking space counts and space sizes dependent on building use. The NLISP would also permit truck and trailer storage, as well as truck terminals that provide parking, servicing, and repairs. Additionally, per LMC Chapter 10.04, *Traffic Code*, parking on arterials and secondary arterials is prohibited. Additionally, traffic associated with all developments is required to queue on-site and is prohibited from queuing in the public right of way. The City and Fire Department require a minimum stacking distance for all driveways to ensure that traffic can pull completely out of the roadway,.
Establishing setbacks from the property line of the nearest warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite site of the building from the nearest sensitive receptors – e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.	Consistent: Refer to Impact Statement LU-2 above. The NLISP establishes setbacks for developments within the Specific Plan area, including industrial/distribution facilities. Developments outside of the NLISP would also have to comply with the applicable development standards of the specific zones in which the developments are located. Additionally landscaping and perimeter walls would be installed to provide additional buffers and screening from neighboring uses.
Placing facility entry and exit points from the public street away from sensitive receptors – e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.	Consistent: Refer to Exhibit 3-5, *Vehicular Circulation and Access Plan*. The Circulation and Access Plan within the proposed NLISP describes anticipated buildout of the circulation network within the Specific Plan area. Entry points to individual developments would be placed in locations which ensure the public safety and health of roadway users and surrounding land uses. Entry points to industrial developments would not be placed on 20th Street West across from the Leisure Lakes mobile home park (sensitive receptor).
Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.	Consistent: This practice would be implemented as applicable for specific future developments within the Specific Plan area. No barriers would be installed that prevent appropriate fire department access or movement through the site. As discussed in Impact Statement HAZ-4 of Section 5.8, *Hazards and Hazardous Materials*, all development within the Specific Plan area would be required to comply with all applicable City codes and policies related to emergency access, including the California Fire Code. Thus, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.	Consistent: The number of loading docks for individual industrial/distribution facilities within the Specific Plan area is not known at this time. However, all development projects within the Specific Plan area would be designed to meet the development standards contained within the NLISP and the LMC. Additionally, LACFD and City of Lancaster require all

Best Practice Measure	Project Implementation/Consistency
	gates to be set back a minimum of 50 feet from the edge of the roadway to allow vehicles to fully pull off of the roadways and to queue within the property. All projects are conditioned to require that all queuing would occur on the property and to prohibit stacking/queuing on the public right-of-way. If queuing impacts the public right of way, measures are in place that require the applicant/developer/owner to resolve the situation to the satisfaction of the City's traffic engineer. Additionally, as discussed in Section 5.13, Mitigation Measure AQ-12 states that entry gates into the loading dock/truck court areas shall be sufficiently positioned to ensure that all trucks and other vehicles are contained on-site and inside the property line during operation. Queuing, or circling of vehicles, on public streets immediately pre- or post-entry to the project shall be strictly prohibited unless queuing occurs in a deceleration lane or right turn lane exclusively serving the site.
Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.	Consistent: Refer to Exhibit 3-5. The Circulation and Access Plan within the proposed NLISP describes anticipated buildout of the circulation network within the Specific Plan area. Entry and exit points shall be located on major and secondary arterials to the extent feasible. The specific plan area is immediately adjacent to State Route 14 (SR-14) with Avenues G, F, and D having interchanges. Additionally, the Specific Plan area is not located near residential neighborhoods and would not require access through or near residential neighborhoods in order to access SR-14.
Screening the warehouse site perimeter and on-site areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.	Consistent: Perimeter and on-site landscaping is required per the development standards of the NLISP and LMC. The NLISP proposes perimeter landscape requirements to provide a buffer and physical separation between proposed industrial and off-site residential uses. As detailed in Impact Statement LU-2 above, the Landscape Guidelines contained in Chapter 4 of the NLISP provide design criteria for landscape, streetscape, edge conditions, screening and buffering, hardscaping, irrigation, and water conservation. A plant palette is also proposed to establish a base palette for the Specific Plan area's landscape design. Standard City of Lancaster conditions of approval require all landscaping to be maintained in good condition for the life of the development.
Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four season foliage.	
Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.	
Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.	Consistent: The Signage Guidelines contained in Chapter 4 of the NLISP provide guidance for general signage concept, general sign construction, building-mounted signs, freestanding identification signs, and wayfinding and instructional signs. Signs would be posted at all distribution facilities clearly indicating entry and exit points. Parking and vehicle maintenance would be prohibited along major and secondary arterials. Appropriate signage would be posted within individual development sites and listed as a condition of approval.
Including signs and drive aisle pavement marking that clearly identify onsite circulation patterns to minimum unnecessary onsite vehicle travel.	
Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.	

Best Practice Measure	Project Implementation/Consistency
Air Quality and Greenhouse Gas Emissions Analysis and Mitigation	
Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.	Consistent: Table 4-2, *Cumulative Projects List*, and Exhibit 4-1, *Cumulative Development*, identify related projects in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. Section 5.0, *Environmental Analysis*, assesses the cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact's severity and likelihood of occurrence.
When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.	
Preparing a quantitative air quality study in accordance with local air district guidelines.	Consistent: The *Antelope Valley Commerce Center Air Quality Impact Analysis, City of Lancaster*, prepared by Urban Crossroads, dated April 21, 2025, was prepared for the proposed project, which quantitatively analyzes the air quality impacts in accordance with the Antelope Vally Air Quality Management District's (AVAQMD) guidance; refer to Appendix 11.10, *Air Quality Assessment/HRA*.
Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.	Consistent: The *Antelope Valley Commerce Center Construction and Operational Health Risk Assessment, City of Lancaster*, prepared by Urban Crossroads, dated April 17, 2025, was prepared in accordance with the AVAQMD's and Office of Environmental Health Hazard Assessment's guidance and thresholds; refer to Appendix 11.10.
Refraining from labeling compliance with CARB or air district regulations as a mitigation measure – compliance with applicable regulations is required regardless of CEQA.	Consistent: As detailed in the Regulatory Setting of Section 5.13, the project would comply with applicable California Air Resources Board (CARB) and AVAQMD policies, including California Ambient Air Quality Standards (CAAQS), California Clean Air Act (CCAA), air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (Health and Safety Code Section 39660 et seq.) and Part 6 (Air Toxics "Hot Spots" Information and Assessment) (Health and Safety Code Section 44300 et seq.), and AVAQMD CEQA and Federal Conformity Guidelines. Compliance with all such regulations is not designated as mitigation measures in this EIR.
Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip designations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.	Consistent: Refer to the Methodology of Section 5.14 and Section 5.14, Greenhouse Gas Emissions, as well as Appendix 11.10 and the *Antelope Valley Commerce Center Greenhouse Gas Analysis, City of Lancaster* prepared by Urban Crossroads, dated May 1, 2025 (Appendix 11.11, *Greenhouse Gas Analysis*).
Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.	Consistent. Refer to the Methodology of Section 5.14 and Appendix 11.11; the analysis therein accounts for all GHG emissions emitted by the project, from construction through operation, including a comparison to existing conditions.

Best Practice Measure	Project Implementation/Consistency
	Projected emissions are not discounted based upon participation in California's Cap-and-Trade Program.
Requiring off-road construction equipment to be hybrid electric-diesel or zero emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.	Consistent: As discussed in Section 5.13, Mitigation Measure AQ-2 requires the diesel-fueled off-road equipment to comply with U.S. Environmental Protection Agency (EPA)/CARB Tier 4 standards and be well-maintained.
Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.	Consistent: As discussed in Section 5.13, Mitigation Measure AQ-4 requires that, subject to all other idling restrictions, heavy construction equipment shall not be left in the "on position" for more than 10 hours per day.
Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.	Consistent: As discussed in Section 5.13, Mitigation Measure AQ-3 requires that all project applicants shall provide temporary electrical hook ups to the power grid, rather than diesel-fueled generators, for contractors' electric construction tools, such as saws, drills, and compressors. The use of diesel-fueled generators for on-site construction activities shall be prohibited unless electrical infrastructure is not yet available on the project site. Diesel-fueled generators may be used for off-site construction work.
Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.	Inconsistent: The project does not explicitly include this practice.
Limiting the amount of daily grading disturbance area.	Inconsistent: The project does not explicitly include this practice.
Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.	Inconsistent: The project does not explicitly include this practice.
Forbidding idling of heavy equipment for more than three minutes.	Consistent: Per Mitigation Measure AQ-4, as detailed within Section 5.13, during construction, the construction contractor shall ensure that the idling of heavy construction equipment for more than five minutes is prohibited in accordance with the Air District's requirements.
Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.	Consistent: Per Mitigation Measure AQ-15, as detailed within Section 5.13, tenants and operators on the site shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at CARB-approved courses (such as the free, one-day Course #512).
Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.	Consistent: Per Mitigation Measure AQ-2, as detailed within Section 5.13, The City of Lancaster Planning Community Development Department shall conduct an on-site inspection to verify compliance with construction mitigation.
Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.	Consistent: This requirement has been included as Mitigation Measure AQ-7.

Best Practice Measure	Project Implementation/Consistency
Providing information on transit and ridesharing programs and services to construction employees.	Inconsistent: The project does not explicitly include this practice. However, this would be encouraged on a project-by-project basis.
Providing meal options onsite or shuttles between the facility and nearby meal designations for construction employees.	Inconsistent: The project does not explicitly include this practice. However, as detailed in NLISP Section 4.5.9, *Outdoor Amenities/Design Elements*, outdoor break areas, where provided, would include at minimum, shaded areas, seating, and trash receptacles. Creative elements such as sport courts, barbeque grills, fitness stations, outdoor workspaces, etc., would also be permitted.
Requiring all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030.	Consistent: Per Mitigation Measure AQ-14, as detailed within Section 5.13, all equipment and appliances operating within the Specific Plan shall be zero-emission equipment, where economically feasible and commercially available, as reasonably determined by the Lead Agency. This requirement shall apply to indoor and outdoor equipment such as forklifts, handheld landscaping equipment, yard equipment, office appliances, etc. The building manager or their designee shall be responsible for enforcing these requirements. Per Mitigation Measure AQ-20, during operation, all project applicants or successors in interest shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are commercially available and economically feasible, as reasonably determined by the City.
Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.	
Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.	
Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.	Consistent: Per Mitigation Measure AQ-4, as detailed within Section 5.13, during construction, the construction contractor shall ensure that the idling of heavy construction equipment for more than five minutes is prohibited. During operation, Mitigation Measure AQ-15 would ensure the three-minute idling limit is enforced.
Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.	Consistent: Per Mitigation Measure AQ-4, as detailed within Section 5.13, signage shall be posted throughout the construction site informing construction personnel of the idling time limit.
Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.	Consistent: As discussed in Section 5.13, development within the Specific Plan area would incorporate Mitigation Measure AQ-19 which would require future developments to provide structural capacity to accommodate roof-top solar panels capable of producing enough renewable energy to meet 50 percent of facility operational electricity demands.
Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.	
Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.	Consistent: Per Mitigation Measure AQ-10, as detailed within Section 5.13, future developments within the Specific Plan area shall be designed to include electrical infrastructure to accommodate the required number of electric vehicles charging stations, the anticipated number charging stations for electric cargo handling equipment where applicable, and the potential installation of additional automobile and truck electric vehicle charging stations per Title 24, Part 11 (California Green Building Standards (CALGreen). The electrical rooms

Best Practice Measure	Project Implementation/Consistency
	of each building proposed within the Specific Plan shall be of sufficient size to accommodate the upsizing of electrical equipment to accommodate potential future electrical loads.
Running conduit to designated locations for future electric truck charging stations.	Consistent: As discussed in NLISP Section 4.4.3, *Parking and Loading Areas*, conduit would be installed as feasible between the building's electrical room and the designated area to facilitate the future installation of electric truck charging stations as demanded by the eventual building user(s), the trucking industry, or by future federal, State, or local regulatory requirements.
Unless the owner of the facility records a covenant on the title of the underlying property ensuring that property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.	Consistent: As discussed in NLISP Section 4.5.6, *Utilities and Integrated Equipment*, dock seals and plug-in electric outlets shall be provided at loading bays that serve temperature-controlled (chilled, refrigerated, or freezer) warehouse space.
Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.	Consistent: Per Mitigation Measure AQ-10, as detailed within Section 5.13, the electrical rooms of each building proposed within the Specific Plan shall be of sufficient size to accommodate the upsizing of electrical equipment to accommodate potential future electrical loads.
Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance.)	Consistent: Per Mitigation Measure AQ-10, as detailed within Section 5.13, future developments within the Specific Plan area shall be designed to include electrical infrastructure to accommodate the required number of electric vehicles charging stations, the anticipated number charging stations for electric cargo handling equipment where applicable, and the potential installation of additional automobile and truck electric vehicle charging stations per CALGreen.
Running conduit to an additional proportion of employee parking spaces for future increase in the number of electric light-duty charging stations.	
Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.	Consistent: Per Mitigation Measure AQ-26, as detailed within Section 5.13, project personnel would be provided protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever. Mitigation Measure AQ-26 would also require the preparation of a Valley Fever Dust Management Plan for review and approval by the Los Angeles County Public Health. Measures included in the Valley Fever Dust Management Plan would ensure that construction workers would be trained on preventing the spread of Valley Fever, provided clean eating areas, prohibited from smoking, positioned upwind or crosswind when excavating, etc. Regarding air filtration systems for off-site sensitive receptors, the project applicant does not own the property where such sensitive receptors are situated and thus, does not have the legal ability to install such receptors.
Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.	
Requiring all stand-by emergency generators to be powered by a non-diesel fuel.	Inconsistent: The project does not explicitly include this practice.

Best Practice Measure	Project Implementation/Consistency
Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.	Inconsistent: The project does not explicitly include this practice. However, such facility operators have the incentive to operate their facilities as efficiently as possible, which includes minimizing to the greatest extent possible the queuing and idling of trucks.
Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.	Inconsistent: The project does not explicitly include this practice. However, this would be encouraged on a project-by-project basis.
Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.	Consistent: Per Mitigation Measure AQ-21, as detailed within Section 5.13, during operation, the developments within the Specific Plan area shall meet the latest CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
Designing to LEED green building certification standards.	Consistent: Per Mitigation Measure AQ-9, as detailed within Section 5.13, future developments within the Specific Plan area shall be designed so that it is able to achieve Energy and Environmental Design (LEED) certification, or equivalent, at the time of building permit application.
Providing meal options onsite or shuttles between the facility and nearby meal designations.	Inconsistent: The project does not explicitly include this practice. However, as detailed in NLISP Section 4.5.9, *Outdoor Amenities/Design Elements*, outdoor break areas, where provided, would include at minimum, shaded areas, seating, and trash receptacles. Creative elements such as sport courts, barbeque grills, fitness stations, outdoor workspaces, etc., would also be permitted.
Posting signs at every truck exit driveway providing direction information to the truck route.	Consistent: As discussed in NLISP Section 4.6.5, *Wayfinding and Instructional Signs*, signs shall be installed at truck exit driveways directing drivers to the shortest routes to SR-14 and/or Sierra Highway.
Improving and maintaining vegetation and tree canopy for residents in and around the project area.	Consistent: Most of the Specific Plan area is vacant undeveloped. There are sparse residential uses in the vicinity, including Leisure Lakes mobile home park, which is fully landscaped. Nonetheless, as discussed in NLISP Section 4.8.1, *Arterial and Secondary Arterial Streetscapes*, Major and Secondary Arterials shall include landscaping of the street with street trees and accent trees to provide shade to pedestrians.
Requiring that every tenant trains its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and State upon request.	Consistent: Per Mitigation Measure AQ-15, as detailed within Section 5.13, tenants and operators on the site shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at CARB-approved courses (such as the free, one-day Course #512).
Requiring tenants to enroll in the United States Environmental Protect Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.	Consistent: Per Mitigation Measure AQ-17, as detailed within Section 5.13, project applicant or successor in interest shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the site have been provided

Best Practice Measure	Project Implementation/Consistency
Providing tenants within information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.	informational documentation regarding funding opportunities that provide incentives for using cleaner than-required engines and equipment, such as the Carl Moyer Program and Voucher Incentive Program. The United States Environmental Protection Agency (U.S. EPA) SmartWay Program, which assists freight shippers, carriers, logistics companies, and other stakeholder partner with the U.S. EPA to measure, benchmark, and improve logistics operations and reduce air pollutant emissions from transport of cargo.
Noise Impacts Analysis and Mitigation	
Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.	Consistent: Section 5.16, *Noise*, is primarily based upon the *Antelope Valley Commerce Center Noise and Vibration Analysis, City of Lancaster*, prepared by Urban Crossroads, Inc., dated April 21, 2025, prepared for the project and included as Appendix 13, *Noise Assessment*.
Adopting a lower significant threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.	Consistent: The Methodology section of Section 5.16 describes that, based on existing ambient noise levels near sensitive receptors, specific increases in noise beyond that threshold would result in a significant impact; for example, if the existing ambient noise levels is less than 60 A-weighted decibel scale (dBA) community noise equivalent level (CNEL), a significant impact would occur if a project would increase the ambient noise levels by 5 dBA CNEL or more. For non-sensitive receptors, a maximum exterior noise level criteria of 70 dBA CNEL is used, and a significant impact would occur if construction activities would increase the existing ambient noise levels by 15 dBA or more. The complete criteria for determining noise significance thresholds can be found in Table 5.16-4, *Significance Criteria Summary*. As detailed Impact Statement NOI-2 of Section 5.16, five roadway segments within the study area exceed the maximum exterior noise threshold under existing conditions; the proposed development would result in traffic noise increases on 14 roadway segments. All other noise impacts were deemed less than significant. However, implementation of noise barriers was deemed infeasible and off-site traffic noise impacts associated with the proposed development would be significant and unavoidable.
Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e., both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant – for example, the repeated but short-lived passing of individual trucks or loading activities at night.	Consistent: Refer to the Methodology section as well as Impact Statement NOI-2 in Section 5.16 for a complete analysis of the project's operational noise impacts. The analysis considered noise from light and heavy industrial warehouse uses as well as traffic noise on site and on adjacent roadways from increased traffic due to project implementation. The analysis also provided a comparison of noise with and without implementation of the proposed project.
Constructing physical, structural, or vegetative noise barriers on and/off the project site.	Consistent: As discussed in Impact Statement NOI-2 of Section 5.16, the project applicant cannot construct off-site walls or other features at properties owned by other individuals

Best Practice Measure	Project Implementation/Consistency
	and businesses and sound walls along City roadways would conflict with the General Plan. As such, construction of noise barriers is infeasible and would not be viable as a proposed mitigation measure. However, the NLISP requires perimeter landscape requirements to provide a buffer and physical separation between proposed industrial and off-site residential uses. Decorative or solid walls, as well as fences, would also be permitted by the NLISP.
Planning and enforcing truck routes that avoid passing sensitive receptors.	Consistent: There are no designated truck routes in the General Plan. The City considers all major and secondary arterials as truck routes. The City is also updating its Circulation Element to identify truck routes in compliance with Assembly Bill (AB) 98. All future development would be required to comply with the routes, once established.
Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.	Consistent: The only sensitive receptor within 1,000 feet of proposed construction is Leisure Lakes mobile home park. As discussed in Impact Statement NOI-2 of Section 5.16, several design features such as positioning the orientation of loading dock areas away from sensitive receptors and increasing building setback by placing large parking lot areas between the loading docks and the residential areas (i.e., Leisure Lakes mobile home park), would be implemented.
Verifying that construction equipment has properly operating and maintained mufflers.	Inconsistent: The project does not explicitly include this practice; however, this is a best management practice generally required by the City.
Requiring all combustion-powered construction equipment to be surround by a noise protection barrier.	Inconsistent: The project does not explicitly include this practice; however, this is a best management practice generally required by the City.
Limiting operation hours to daytime hours on weekdays.	Inconsistent: The project would not limit operating hours; however, a daytime operation schedule of 7 a.m. to 10 p.m. was considered for the analysis in Section 5.16.
Paving roads where truck traffic is anticipated with low noise asphalt.	Consistent: The City of Lancaster Director of Public Works standards require the use of rubberized asphalt for all roadways.
Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.	Not Applicable. The project does not propose public address systems.
Traffic Impacts Analysis and Mitigation	
Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.	Consistent: There are no designated truck routes in the General Plan. The City considers all major and secondary arterials as truck routes. The City is also updating its Circulation Element to identify truck routes in compliance with Assembly Bill (AB) 98. All future development would be required to comply with the routes, once established. Additionally, as discussed in NLISP Section 4.6.5, *Wayfinding and Instructional Signs*, signs shall be installed at truck exit driveways directing drivers to the shortest routes to SR-14 and/or Sierra Highway.
Installing signs in residential areas noting that truck and employee parking is prohibited.	
Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators	

Best Practice Measure	Project Implementation/Consistency
responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.	
Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensure safe routes to schools.	Consistent: There are no schools located within the Specific Plan area. The NLISP plans for a network of sidewalks and bicycle lanes within the street rights-of-way; refer to Exhibit 3-6, *Non-Vehicular Circulation and Access Plan*. As illustrated, meandering sidewalks are planned along all major and secondary arterial roadways. The non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail system.
Consulting with the local public transit agency and securing increased public transit service to the project site.	Consistent: As discussed in Impact Statement TRA-1 of Section 5.12, *Transportation*, the Specific Plan area is not immediately served by transit facilities. However, the City and Antelope Valley Transit Agency (AVTA) may assess the potential demand for transit facilities in the area as NLISP buildout occurs and may establish new or extended routes.
Designating areas for employee pickup and drop-off.	Consistent: NLISP Section 4.6.5, *Wayfinding and Instructional Signs*, provides guidelines for vehicular and pedestrian direction.
Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.	Consistent: As discussed in Impact Statement TRA-1 of Section 5.12, stop control, traffic signals, roadway striping/restriping, turn lanes, and additional queuing space is proposed in order to address potential circulation system deficiencies that may result from project implementation. Final street design, intersection design, intersection spacing, intersection right-of-way, and traffic controls would be required to conform to the City's Roadway Standards as well as LMC Chapter 12.12, *Streets, Curbs and Sidewalks*. Roadway design details for future development projects within the Specific Plan area would be determined as part of the Site Plan Review approval.
Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.	Consistent: The Signage Guidelines contained in Chapter 4 of the NLISP provide guidance for wayfinding and instructional signs. Signs would be posted at all distribution facilities clearly indicating entry and exit points.
Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.	Consistent: There are no designated truck routes in the General Plan. The City considers all major and secondary arterials as truck routes. The City is also updating its Circulation Element to identify truck routes in compliance with Assembly Bill (AB) 98. All future development would be required to comply with the routes, once established. Additionally, as discussed in NLISP Section 4.6.5, *Wayfinding and Instructional Signs*, signs shall be installed at truck exit driveways directing drivers to the shortest routes to SR-14 and/or Sierra Highway.

Best Practice Measure	Project Implementation/Consistency
Constructing roadway improvements to improve traffic flow.	Consistent: As discussed in Impact Statement TRA-1 of Section 5.12, stop control, traffic signals, roadway striping/restriping, turn lanes, and additional queuing space is proposed in order to address potential circulation system deficiencies that may result from project implementation. However, queuing in the public right of way is not proposed nor is it allowable
Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.	Consistent: In general projects would be required to include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the use of a construction flagperson to direct traffic during heavy equipment use, among other measures.
Other Significant Environmental Impacts Analysis and Mitigation	
Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.	Consistent: The City of Lancaster Community Development Department shall determine compliance with proposed mitigation measures.
Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.	Consistent: As discussed in Section 5.10, *Public Services and Recreation*, the project would pay a development impact fees for fire protection services, a school impact fee, and in-lieu fees related to open space, pursuant to the LMC. These funds, while not specifically assigned an allocation at the time of payment, would go towards expenses such as facility updates.
Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.	Consistent: This is an existing requirement as part of construction and AVAQMD rules.
Directing all lighting at the facility into the interior of the site.	Consistent: As a Condition of Approval, and as discussed in Impact Statement AES-3 of Section 5.2, *Aesthetics*, exterior lighting, whether freestanding or affixed to a building, would be required to be shielded and focused downward to minimize illumination of the night sky and prevent "spill over" effects on adjacent properties. Additionally, the NLISP prohibits highly reflective glass or surfaces. Overall, the proposed building material and colors would be earth-toned in order to complement the surrounding desert landscape and would not result in reflective daytime glares.
Using full cut-off light shields and/or anti-glare lighting.	
Requiring submission of a property maintenance program for agency review and approving providing for the regular maintenance of all building structures, landscaping, and paved surfaces.	Consistent: The City of Lancaster does not require submission of a property maintenance program for development projects as it is not feasible to tell a business owner how and when to maintain their property. However, the City expects and conditions all development to maintain their property in good condition and cites developments that do not do so.
Using cool pavement to reduce heat island effect.	Inconsistent: The project does not explicitly include this practice.
Using light colored roofing materials with a solar reflective index of 78 or greater.	Consistent: As detailed in NLISP Section 4.5.7, *Building Roofs*, roof areas not covered by solar panels shall have a light color and include other cool roof principles. A cool roof is designed to reflect more sunlight than a conventional roof, absorbing less solar energy.

Best Practice Measure	Project Implementation/Consistency
Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.	Consistent: As detailed in NLISP Section 4.5.9, *Outdoor Amenities/Design Elements*, outdoor break areas, where provided, would include at minimum, shaded areas, seating, and trash receptacles. Creative elements such as sport courts, barbeque grills, fitness stations, outdoor work spaces, etc., would also be permitted.
Design skylights to provide natural light to interior worker areas.	Consistent: As detailed in NLISP Section 4.5.7, *Building Roofs*, in large buildings, skylights shall be installed in a minimum of one percent of the building roof area, where feasible. If skylights are not installed, equivalent LED lighting shall be installed in the building interior.
Installing climate control and air filtration in the warehouse facility to promote worker well-being.	Consistent: Future development within the Specific Plan area would include HVAC systems to accommodate climate control and air filtration in future warehouse buildings.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.1.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT WITH LAND USE PLANS, POLICIES OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.**

Impact Analysis: All cumulative development projects would be required to undergo separate environmental reviews to determine potential conflicts with applicable land use policies, plans, and regulations. As part of the review process, each cumulative project would be required to demonstrate compliance with the provisions of the applicable land use designations and zoning districts. As the proposed annexation and NLISP would be consistent with the majority of relevant General Plan, Zoning Code, 2024-2050 RTP/SCS, and ALUCP policies and regulations, as well as the Bureau's Best Practices for Warehouse Projects, the proposed project would not contribute to a cumulatively considerable impact to land use and planning. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to land use and planning have been identified.

5.2 AESTHETICS

This section evaluates the visual quality of the project area and assesses the potential for visual impacts associated with implementation of the proposed project.

5.2.1 EXISTING SETTING

The City of Lancaster and its Sphere of Influence (SOI) is in the central portion of the Antelope Valley within the Mojave Desert Basin. Throughout the City and its SOI, long distance views of the San Gabriel Mountains and Sierra Pelona Mountains are visible to the south and southwest, with views of the Tehachapi Mountains to the northwest. Expansive views of the desert landscape are available throughout much of the undeveloped area.

The annexation area, including the Specific Plan area, is located to the north of the City, within the City's SOI. Unincorporated Los Angeles County surrounds the project site to the north, east, and west. The site, like much of the region, is relatively flat, with elevations ranging from approximately 2,295 to 2,310 feet above mean sea level (amsl). Much of the project site is vacant with scattered areas of development consisting of rural residences, mobile home parks, and industrial uses. The Lancaster Water Reclamation Plant is in the northern portion of the project site. Vegetation on-site includes a mixture of disturbed native desert scrub and disturbed and undeveloped land cover types. Generally, the project site can be described as non-urban desert landscape.

The site is generally bound by Avenue B to the north, Sierra Highway and Edwards Air Force Base to the east, Avenue G to the south, and 30th Street West to the west. State Route 14 (SR-14), Sierra Highway, 10th Street West, and 20th Street West transect the site in a north-south direction. Motorists along these roadways are afforded views of the project site and surrounding area.

SCENIC VISTAS

According to the City's General Plan, maintaining views of the mountain and desert scenes is important to defining the identity of the area. The General Plan has identified five scenic resources within and in the vicinity of the City including the foothills in the southeast, Quartz Hill located in the south-central portion of the City, Little Rock Wash in the eastern portion of the City, Little Buttes to the northwest, and Piute Ponds approximately 0.5-mile to the northeast (located on Edwards Air Force Base [AFB]). However, due to the flat landscape, Piute Ponds are not visible from the project site. Likewise, the project site is not within the viewshed[1] of the Piute Ponds. According to Figure 12-1, *Scenic Resources*, of the General Plan Master Environmental Assessment (MEA), the project site is not located within a buffer area for any General Plan-designated resources. Additionally, the desert landscape is directly associated with Joshua trees (*Yucca brevifolia*) and juniper shrubs. The Prime Desert Woodland Preserve, located in the southwestern portion of the City, includes numerous Joshua trees. However, most of the north central and eastern portions of the City, including the project site, consist

[1] A viewshed is the geographical area that is visible from a particular location. This includes all surrounding points that are in line-of-sight with that location and excludes points that are beyond the horizon or obstructed by terrain and other features (e.g., buildings, topography, trees).

of low desert scrub plants, or active/inactive farmland. As such, no scenic views or vistas are situated in the viewshed of the annexation, or Specific Plan areas, other than potential scenic corridors, which are further discussed below.

SCENIC CORRIDORS

The City of Lancaster's Master Environmental Assessment (MEA) identifies the following scenic roadways, specifically SR-14, Avenue K (110th Street West to 90th Street West), Avenue M (60th Street West to 10th Street West), 60th Street West (Avenue K to Avenue M), and 90th Street West (Avenue K to the Kern County line). According to Figure 12-1 of the General Plan MEA, SR-14 within the project site is considered a scenic route. This route has long-range views of the San Gabriel Mountains to the southwest, south, and southeast, and far-off views of the San Bernardino Mountains to the southeast and the Tehachapi Mountains to the northwest. Where it runs at grade, views from the freeway provide travelers with their primary introduction to the character of the Lancaster area. To the north, this route provides close-up views of open desert lands. SR-14 bisects the annexation area in a north-south direction. Within the annexation area, SR-14 has direct, long-range views of the mountain ranges as the road travels north-south. Views east and west are of flat desert landscape, interrupted by sparse existing development, power lines, and roadway signage and infrastructure. Though not within the Specific Plan area, SR-14 is directly west and has views of the Specific Plan area.

State Scenic Highways

According to the California Department of Transportation (Caltrans) *California State Scenic Highway System Map*, there are no officially designated or eligible State scenic highways near the project site. The nearest eligible State scenic highways are segments of northbound SR-14 and State Route 58 (SR-58).[2] Eligible segments of SR-14 and SR-58 are both located approximately 18 miles north of the project site.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows, and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences are considered light sensitive because occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Within the City, developed areas produce ambient light during the night.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials, and to a lesser degree, from broad

[2] California Department of Transportation, *Scenic Highways*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed September 12, 2024.

expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire (or a lighting unit). Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, transportation corridors, and aircraft landing corridors.

Exterior light sources within the project site are primarily associated with the existing rural residences, and from vehicular headlights during the evening and nighttime hours. Limited sources of existing light and glare are also present from surrounding development.

5.2.2 REGULATORY SETTING

LOCAL LEVEL

City of Lancaster General Plan 2030

Plan for the Natural Environment

The General Plan includes the Plan for the Natural Environment, which identifies natural resources suitable for certain levels of protection, provides a management program for those resources consistent with community values, and ensures the City as an active participant in the management of the Antelope Valley's resources. The following objective and policies related to scenic resources are relevant to the proposed project:

Objective 3.8: Preserve and enhance important views within the City, and significant visual features which are visible from the City of Lancaster.

Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.

Policy 3.8.2: Explore the potential for establishing scenic corridors within the Study Area.

Lancaster Municipal Code

Lancaster Municipal Code (LMC) Title 15, Chapter 15.08, *Building Code*, is the presiding building code within the City for purposes of regulating construction, demolition, occupancy, height, and area maintenance of all structures, all contributors to aesthetic quality and scenic character.

LMC Title 17, *Zoning*, provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City. Specific chapters within Title 17 provide development standards for each of the City's land use zones, including permitted uses, setbacks, landscaping, off-street parking, outdoor lighting, signs, and design requirements, among others.

Lancaster Design Guidelines

The City of Lancaster adopted Design Guidelines on December 8, 2009, which were subsequently updated on March 30, 2010. These guidelines project the basis to achieve quality design for all development within the City. The design guidelines provide general standards for all development and include specific standards for a variety of land use types including residential, commercial, and industrial.

General William J. Fox Airfield Land Use Compatibility Plan

The General William J. Fox Airfield Land Use Compatibility Plan (ALUCP), adopted by the Los Angeles County Airport Land Use Commission on December 1, 2004, governs the land influenced by the General William J. Fox Airfield. Section 2.4.7, *Other Flight Hazards*, of the ALUCP states that new land uses that may cause visual hazards to aircraft in flight shall not be permitted within the Airfield Influence Area, which includes uses that create a distracting source of glare or lighting that could be mistaken for airport lights. Figure 2A, *Compatibility Map*, of the ALUCP delineates airport Compatibility Zones, which further dictate site and building design, such as restricting building materials that could create sources of glare.

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Section 8.0, *Effects Found Not To Be Significant*);
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (refer to Impact Statement AES-2); and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-3).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced

to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.2.4 IMPACTS AND MITIGATION MEASURES

SCENIC VISTAS

AES-1 PROJECT IMPLEMENTATION COULD HAVE A SUBSTANTIAL ADVERSE IMPACT ON A SCENIC VISTA.

Impact Analysis:

ANNEXATION ANALYSIS

As discussed in Section 5.2.1, *Existing Setting*, the foothills, Quartz Hill, Little Rock Wash, Little Buttes, and Piute Ponds are considered important scenic resources by the City. The annexation area is not readily visible from the public vantage points of these features due to distance and uniform topography, as well as intervening development. Additionally, according to Figure 12-1 of the General Plan MEA, the annexation area is not located within a buffer area for any General Plan-designated resources. No scenic vistas are situated in the viewshed of the annexation area and no impacts would result in this regard. However, a City-designated scenic corridor is present in the annexation area (i.e., SR-14) and the following analyzes the project's impacts along such scenic corridors.

Scenic Corridors

Public views of the annexation area are afforded along scenic route SR-14, which transects the annexation area in a north-south direction. SR-14 has views of the mountain ranges to the north and south in the direction of travel. Views to the east and west, which encompass the annexation area, are of sparse development, utility and roadway infrastructure, and low desert scrub vegetation. Long-range views of the annexation area to the east and west of SR-14 are of flat, desert expanse. Of the annexation area's existing General Plan land use designations, the Heavy Industrial (HI) land use designation permits the greatest building height of 70 feet. While no development is proposed within the annexation area, approval of the proposed General Plan Amendment and proposed pre-zones within the annexation area would introduce the Light Industrial (LI) and Mixed Use (MU) land use designations, which coincide with the LI and Mixed Use-Employment (MU-E) zones, respectively. These zones would generally allow building heights up to 50 feet; however, the MU-E zone allows buildings to be up to five stories along major arterials. As such, while future development within the annexation area could have the potential to obscure distant views of the desert for motorists along SR-14, future development would not exceed building heights currently anticipated by buildout of the General Plan. Northern and southern views of the mountains would not substantially change upon compliance with required minimum setbacks from street frontages.

With adherence to the City's zoning regulations pertaining to setbacks and building heights along street frontages, future development is not anticipated to substantially impede existing public views

along SR-14 to scenic resources (the surrounding mountains and desert landscape). Therefore, view impacts to scenic corridors (i.e., SR-14) would be less than significant.

SPECIFIC PLAN ANALYSIS

As discussed, the Specific Plan area is not readily visible from the public vantage points of General Plan-designated scenic resources due to distance and uniform topography, as well as intervening development. Additionally, according to Figure 12-1 of the General Plan MEA, the Specific Plan area is not located within a buffer area for any General Plan-designated resources. No scenic vistas are situated in the viewshed of the Specific Plan area and no impacts would result in this regard. However, a scenic corridor is present, and the following analyzes the project's impacts along scenic corridors.

Scenic Corridors

Public views of the Specific Plan area are afforded to the east of scenic route SR-14, which travels in a north-south direction. Upon approval of the proposed NLISP, light and heavy industrial uses would be permitted with heights ranging from 50 to 100 feet depending upon size of building and use; a Conditional Use Permit would be required for buildings over 100 feet tall. Combined, the height restrictions and setback requirements would create variations in massing and scale as well as create an aesthetic appeal.

While planned and future development within the Specific Plan area could have the potential to obscure distant views of the desert for motorists along SR-14, these views along the portion of SR-14 in the viewshed of the Specific Plan area are not considered scenic and are already obstructed by sparse existing development, power lines, and roadway signage and infrastructure. Further, the prominent northern and southern views of the mountains would not change along SR-14 upon construction of future development in the Specific Plan area. Additionally, with adherence to the NLISP's development standards pertaining to setbacks and building heights, future development is not anticipated to substantially block existing public views along roadways to the surrounding mountains and desert.

With adherence to the NLISP regulations pertaining to setbacks and building heights, future development is not anticipated to substantially impede existing public views along SR-14 to scenic resources (the surrounding mountains and desert landscape). Therefore, view impacts to scenic corridors (SR-14) would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

VISUAL CHARACTER/QUALITY

AES-2 PROJECT IMPLEMENTATION COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS IN NON-URBANIZED AREAS AND COULD CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Impact Analysis:

The project site primarily consists of relatively level, vacant, and undeveloped land in a rural, non-urban area. However, following the proposed annexation into the City of Lancaster, the project site would be considered urban per CEQA Guidelines Section 21071, *Urbanized Area;* means either of the following:

(a) An incorporated city that meets either of the following criteria:

(1) Has a population of at least 100,000 persons.

(2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

(b) An unincorporated area that satisfies the criteria in both paragraph (1) and (2) of the following criteria:

(1) Is either of the following:

(A) Completely surrounded by one or more incorporated cities, and both of the following criteria are met:

(i) The population of the unincorporated area and the population of the surrounding incorporated city or cities equals not less than 100,000 persons.

(ii) The population density of the unincorporated area at least equals the population density of the surrounding city or cities.

(B) Located within an urban growth boundary and has an existing residential population of at least 5,000 persons per square mile. For purposes of this subparagraph, an "urban growth boundary" means a provision of a locally adopted general plan that allows urban uses on one side of the boundary and prohibits urban uses on the other side.

As such, the following analysis evaluates both the project's potential to degrade the existing visual character or quality of public views of the site, as well as the project's potential to conflict with applicable zoning and other regulations governing scenic quality.

ANNEXATION ANALYSIS

Public views of the annexation area from surrounding roadways include that of scattered rural residences, mobile home parks, and industrial uses.

The annexation action would not include any proposed development or construction. Future buildout of the annexation area would change the current landscape from that of mostly vacant land to that of a developed area with new industrial, residential, and commercial uses. Each proposed land use coincides with a proposed pre-zone, and all future development would be required to comply with the applicable development standards and regulations in corresponding sections of Title 17 of the LMC. As discussed in Impact Statement AES-1, the scale and intensity of development permitted by the proposed project would be similar to standards currently permitted on-site. For example, the current HI zone is permitted the greatest building height of 70 feet, while the proposed LI and MU-E zones would each have maximum height limits of 50 feet. With compliance with the LMC requirements and design review process, future development within the annexation area would not degrade the visual character of the site compared to the site's existing permitted uses. Overall, impacts would be less than significant.

Future development within the annexation area would be required to comply with the City's zoning-specific development standards governing scenic quality, including setbacks, landscaping, outdoor lighting, and signage per the LMC, the design guidelines, as well as undergo the City's review processes. Upon compliance with existing City zoning regulations, future development within the annexation area would result in less than significant impacts related to scenic quality.

SPECIFIC PLAN ANALYSIS

The landscape is comprised of large desert expanses, long-range views of mountains, and low desert scrub vegetation, obstructed by utility and roadway infrastructure, as well as existing development.

Construction

Short-term, construction-related activities associated with the development consistent with the NLISP would alter the existing visual character of the Specific Plan area and its surroundings. Construction materials, equipment, and truck traffic would be visible from adjacent roadways, including Avenue D, Sierra Highway, Avenue F-8, 10th Street West, and 20th Street West. However, these construction-related activities would be temporary and would not permanently degrade the existing visual character or quality from public views. Additionally, the project would be required to comply with all City regulations related to construction screening, as applicable, including Title 15, Chapter 15.08, *Building Code*. Therefore, construction activities would not conflict with existing City zoning regulations governing scenic quality and impacts would be less than significant.

Operations

Given that the site is primarily vacant, development in accordance with the NLISP would change the visual character of the site from a sparsely developed desert landscape to an area with a mix of industrial development including large-scale buildings. However, upon approval of the proposed NLISP, the character of planned and future development would be guided by the design theme of the NLISP. The intent of the NLISP is to provide a sense of place for business, trade, and economic competitiveness conducted in a high-quality environment where companies establish, grow, and thrive. Buildings within the Specific Plan area would be designed appropriately for their intended use and size but would share some design features across all planning areas to create a harmonious visual environment. As such, the inspirational design theme for the Specific Plan area exhibits a California-desert palette of building, landscape, and hardscape materials, conceived from the site's geographic context, climatic conditions, and the desire to promote sustainable building practices and low water use. All buildings would reflect earth-toned colors as the primary theme, but also include accent colors and/or materials to enhance the building's appearance. Landscape designs for the individual planning areas would consist of climate-appropriate plantings. Design elements within each planning area would be compatible in character, massing, and materials, and reflect the surrounding desert environment while still allowing for variation to provide visual interest. Building user branding is expected for implementing development projects; however, overall thematic design integrity of the primary building color palette and complementary massing is desired among all buildings within a single planning area and generally across the Specific Plan area so that a complementary visual image is maintained.

NLISP Chapter 4, *Design Guidelines*, describes the quality and character of physical development anticipated and mandated in the Specific Plan area. The guidelines consist of four principal components: Site Planning Guidelines, Architectural Design Guidelines, Signage Guidelines, and Landscape Guidelines. The Site Planning Guidelines are related to site orientation and planning, medium and large logistics use buildings, and parking and loading areas. The Architectural Style Guidelines include those related to four-sided architecture; building form and massing; building materials, colors, and textures; windows and doors; walls and fencing; utilities and integrated equipment; building roofs; trash enclosures, outdoor employee amenities/design elements; and outdoor lighting. The Signage Guidelines provide guidance for general signage concept, general sign construction, building-mounted signs, freestanding identification signs, and wayfinding and instructional signs. Lastly, the Landscape Guidelines provide design criteria for landscape, streetscape, edge conditions, screening and buffering, hardscaping, irrigation, and water conservation. A plant palette is also proposed to establish a base palette for the Specific Plan area's landscape design.

NLISP Chapter 5, *Development Regulations*, establishes the allowable land uses and development standards for all development within the Specific Plan area. Development standards for the two proposed land use designations within the Specific Plan area are detailed in NLISP Table 5-2, *Light Industrial Development Standards*, and Table 5-3, *Heavy Industrial Development Standards*. Standards related to lot size, building height, floor area ratio, landscape coverage, setback requirements, required parking spaces and sizes, and other development standards are detailed in the tables. Future development on-site would be required to comply with the NLISP development regulations, which supersede the

relevant provisions of the LMC. Where the NLISP is silent, development would be required to comply with the LMC.

As development occurs in the Specific Plan area, future development would be required to undergo the City's design review process and demonstrate consistency with the proposed NLISP. Thus, upon approval of the proposed NLISP, the project would not degrade the existing visual character or quality of the site and its surroundings, or conflict with regulations governing scenic quality, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

LIGHT AND GLARE

AES-3 PROJECT IMPLEMENTATION COULD CREATE NEW SOURCES OF LIGHT AND GLARE, WHICH COULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed annexation would not include any development or construction, and any future development would occur in accordance with the proposed pre-zone and would be subject to site and project-specific review and approval. Future projects would also be subject to the development requirements of the pre-zone designations, and any other applicable LMC requirements, including lighting standards (direct light fixtures away from adjacent properties to prevent light spillover and glare) pursuant to LMC Section 17.08.140, *Outdoor Lighting*. Additionally, all future development within the Airport Influence Area would be prohibited from including uses that would cause distracting glare or lighting that could be mistaken for airport lights. As development occurs in the annexation area, future development would be required to undergo the City's design review process and demonstrate consistency with the City's General Plan and LMC requirements. As such, proposed annexation would not create new substantial sources of substantial light or glare and impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Construction

The nearest existing receptors that would be sensitive to light would be mobile residences located within the Leisure Lakes Mobile Estates directly west of the Specific Plan area. Construction activities, associated with development in the Specific Plan area, could involve temporary light and glare impacts as a result of construction equipment and materials. However, these impacts would be limited to the project site during construction activities only and would cease after construction is complete. Additionally, construction activities within the City are limited to the hours of 7:00 a.m. to 8:00 p.m.

from Monday through Saturday per LMC Section 8.24.040; no construction activities are allowed on Sundays or holidays if within 500 feet of a residence. Thus, as no construction activities would be permitted after 8:00 p.m. from Monday through Saturday, or on Sundays/holidays if within 500 feet of a sensitive receptor, short-term construction-related impacts pertaining to nighttime lighting and glare are not anticipated.

Operations

Vacant, undeveloped portions of the Specific Plan area do not currently produce sources of light or glare. As implementation of the proposed NLISP would allow for new development throughout the Specific Plan area, new sources of light and glare would result. Anticipated exterior building lighting would consist of perimeter or security lighting, parking lot lighting, landscaping lighting, and signage. LMC Section 17.08.140 requires that exterior lighting be directed away from adjacent properties and be sited and located in a manner that prevents glare onto adjacent properties. Additionally, NLISP Section 4.5.10, *Outdoor Lighting*, provides additional guidelines for lighting within private property that supplements the LMC standards for footcandle and other technical requirements. Such guidelines include encouraging the use of dimmers and motion sensors. Neon and similar types of bright, colored lighting are prohibited except as part of advertising signage. Lighting is prohibited that could be mistaken for airport lighting or that would create glare. Exterior lights, whether freestanding or affixed to a building, must be shielded and focused downward to minimize illumination of the night sky and prevent "spill over" effects on adjacent properties. Low mounted fixtures (ground or bollard height) are encouraged along sidewalks and walkways.

New sources of glare may occur from operations of future development in the Specific Plan area. Specifically, daytime glare can be generated by exterior facades comprised of highly reflective glass and nighttime glare can be produced by the reflection of artificial light sources such as vehicular headlights. The proposed NLISP prohibits highly reflective glass or surfaces. Overall, the proposed building material and colors would be earth-toned in order to complement the surrounding desert landscape and would not result in reflective daytime glares. Additionally, while the development may operate 24 hours per day, nighttime glare from vehicular headlines traveling in and out of the site would be similar to existing sources of nighttime glare along existing truck routes in the area (including Avenue E, Avenue F, and Sierra Highway[3]). The NLISP proposes perimeter landscape requirements to provide a buffer and physical separation between proposed industrial and off-site residential uses. Therefore, with compliance with NLISP and LMC regulations governing setbacks and building materials, glare impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

[3] Los Angeles County of Public Works, *Attachment No. 13, Incorporated Cities – Permit Issuance Authority*, https://dpw.lacounty.gov/SPATS/public/spatsfaq/forms/ATTACH13.pdf, accessed March 10, 2025.

5.2.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

SCENIC VISTAS

- **THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, COULD RESULT IN SIGNIFICANT IMPACTS TO SCENIC VISTAS.**

Impact Analysis:

Future cumulative projects could result in adverse impacts to scenic vistas in the City. However, cumulative projects would be required to undergo project-specific environmental review under CEQA to evaluate project-level impacts to scenic vistas and to determine any required mitigation, if any, as well as undergo site and architectural plan review on a project-by-project basis. Consistency with the General Plan goals and policies, as well as LMC requirements would reduce such overall cumulative impacts.

As discussed in Impact Statement AES-1, future development projects implemented in accordance with the proposed annexation area's pre-zone and proposed NLISP are not anticipated to impact scenic vistas and impacts to scenic corridors would be less than significant. As such, the proposed project would not contribute to a cumulatively considerable impact and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

VISUAL CHARACTER/QUALITY

- **THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS IN NON-URBANIZED AREAS.**

Impact Analysis:

Overall, as development occurs within the City, the rural desert landscape would change, consistent with the City's General Plan goals and policies, as well as LMC regulations governing density, building heights, setbacks, and landscaping requirements. Development would be required to undergo project-specific environmental review under CEQA to evaluate project-level impacts as well as site and architectural plan review on a project-by-project basis. As part of the City's plan review process, the

City would review each cumulative project to ensure that development in non-urban areas do not degrade the existing visual character or quality.

As stated, the proposed project would result in less than significant impacts pertaining to the degradation of visual character and quality. Planned and future development within the annexation area would be required to comply with the development standards of the LMC requirements, as well as the regulations and design guidelines enforced through the proposed NLISP (for future development in the Specific Plan area). As concluded in Impact Statement AES-2, the proposed project would not result in significant with respect to visual character. As such, the proposed project would not significantly contribute to cumulative impacts to the degradation of scenic quality with compliance with the LMC requirements, as well as implementation of the proposed NLISP. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

LIGHT AND GLARE

- **THE PROJECT, COMBINED WITH OTHER CUMULATIVE PROJECTS, COULD CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH COULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE CITY.**

Impact Analysis:

Development of cumulative projects could result in increased light and glare in the City during construction and operational activities. However, all cumulative development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts as well as site and architectural plan review on a project-by-project basis for light and glare considerations. All cumulative projects would be required to comply with the LMC outdoor lighting requirements, which would reduce overall cumulative impacts in this regard.

As considered in Impact Statement AES-3, the proposed project would comply with all applicable LMC light and glare regulations, as well as those supplemented through the proposed NLISP. With compliance with NLISP and LMC regulations governing setbacks and building materials as well as fixture types and orientation, potential light and glare impacts would be less than significant. Therefore, the project would not result in cumulatively considerable light and glare and impacts, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to aesthetics or light and glare have been identified.

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5.3 AGRICULTURE AND FORESTRY RESOURCES

This section identifies agriculture and forestry resources within the project site and evaluates the potential impacts to such resources that could result from implementation of the proposed project.

5.3.1 EXISTING SETTING

IMPORTANT FARMLAND

According to the California Department of Conservation, there are five main categories of important agricultural land. These include Prime Farmland; Farmland of Statewide Importance; Unique Farmland; Farmland of Local Importance; and Grazing Land. According to the California Department of Conservation *California Important Farmland Finder*, the project site is comprised of Urban and Built-Up land and Other Land. No areas within the project site are designated Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, or Grazing Land.[1]

EXISTING ZONING AND WILLIAMSON ACT

According to the Los Angeles County Code (County Code), the annexation area has portions currently zoned Heavy Agricultural (A-2-2), Residential Agricultural (R-A), and Rural Mixed Use Development (MXD-RU) which could accommodate agricultural uses. The Specific Plan area is entirely zoned Light Manufacturing (M-1). The A-2-2 zoning designation accommodates a variety of agricultural and resource-based uses, including community gardens; crops (including field, tree, bush, berry, and row); fairgrounds; greenhouses; logging operations; manure spreading, drying, and sales; mushroom farms; plant nurseries; solid fill projects; surface mining operations; and wineries. The R-A zoning designation similarly accommodates a number of agricultural and resource-based uses, including community gardens; crops (including field, tree, bush, berry, and row); plant nurseries; solid fill projects; and surface mining operations. The MXD-RU zoning designation allows for agricultural uses such as crops and greenhouses with a ministerial site plan review. Lastly, the M-1 zoning designation permits agricultural uses such as community gardens and crops, and allows for greenhouses with a ministerial site plan review.

According to the California Department of Conservation *California Williamson Act Enrollment Finder*, the entire annexation area, including the Specific Plan area, does not have any farmland currently under a Williamson Act contract.[2] Additionally, there are no Williamson Act contracts in Los Angeles County.

[1] California Department of Conservation Farmland Mapping and Monitoring Program, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed October 1, 2024.

[2] California Department of Conservation, *California Williamson Act Enrollment Finder,* https://maps.conservation.ca.gov/dlrp/WilliamsonAct/, accessed January 6, 2025.

5.3.2 REGULATORY SETTING

STATE LEVEL

Farmland Mapping and Monitoring Program

Maps of important farmlands are prepared by the California Department of Conservation as part of its Farmland Mapping and Monitoring Program (FMMP). Important farmland maps are prepared periodically for most of the State's agricultural areas based on information from the California Natural Resource Conservation Service's soil survey maps, land inventory and monitoring criteria developed by the California Natural Resource Conservation Service and land use information mapped by the California Department of Water Resources. These criteria generally are expressed as definitions that characterize the land's suitability for agricultural production, including physical and chemical characteristics of the soil and actual land use. Important farmland maps are generally updated every two years. The most recent Important Farmland Map published for Los Angeles County is from 2020. The California Department of Conservation categorizes important farmland into the following five farmland categories:

- *Prime Farmland*: Lands with the combination of physical and chemical features best able to sustain long-term production of agricultural crops. The land must be supported by a developed irrigation water supply that is dependable and of adequate quality during the growing season. It also must have been used for production of irrigated crops at some time during the four years before mapping data was collected.

- *Farmland of Statewide Importance*: Lands with agricultural land use characteristics, irrigation water supplies and physical characteristic similar to those of Prime Farmland but with minor shortcomings, such as a steeper slope or less ability to retain moisture.

- *Unique Farmland*: Lands with lesser-quality soils used for the production of California's leading agricultural cash crops. These lands usually are irrigated but may include non- irrigated orchards or vineyards, as found in some of the State's climatic zones.

- *Farmland of Local Importance*: Lands of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

- *Grazing Land*: Lands in which the existing vegetation is suited to the grazing of livestock.

LOCAL LEVEL

City of Lancaster General Plan 2030

PLAN FOR THE NATURAL ENVIRONMENT

The Plan for the Natural Environment evaluates the natural and human-induced environments within the City. The plan focuses on those resources suitable for certain levels of maintenance and protection, as well as their limitations for rural or urban use. Overall, the Plan for the Natural Environment provides a management program for those resources consistent with community values, and ensures the City is an active participant in the management of the Antelope Valley's resources. The following policies pertaining to agricultural resources apply to the proposed project:

Objective 3.5 Preserve land resources through the application of appropriate soils management techniques and the protection and enhancement of surrounding landforms and open space.

Policy 3.5.3: Protect lands in agricultural production from the negative impacts created when urban and rural land uses exist in close proximity, while recognizing the possibility of their long-term conversion to urban or rural uses.

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact to agriculture and forestry resources if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use (refer to Section 8.0, *Effects Found Not To Be Significant*);

- Conflict with existing zoning for agricultural use, or a Williamson Act contract (refer to Impact Statement AG-1);

- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) (refer to Section 8.0, *Effects Found Not To Be Significant*);

- Result in the loss of forest land or conversion of forest land to non-forest use (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or

- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use (refer to Impact Statement AG-1).

Based on these standards/criteria, the effects of the proposed program have been categorized as either a "less than significant impact" or "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.3.4 IMPACTS AND MITIGATION MEASURES

CONVERSION OF LAND TO NON-AGRICULTURAL USES

AG-1 PROJECT IMPLEMENTATION COULD POTENTIALLY CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT OR INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN THE CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Impact Analysis:

ANNEXATION ANALYSIS

According to the California Department of Conservation *California Williamson Act Enrollment Finder*, the annexation area does not include any farmland currently under a Williamson Act contract. Additionally, there are no Williamson Act contracts in Los Angeles County. Thus, no impacts would occur.

According to the County Code, the annexation area has portions currently zoned A-2-2, R-A, MXD-RU, and M-1. As stated above, these zoning designations accommodate a variety of agricultural and resource-based uses, including community gardens; crops (including field, tree, bush, berry, and row); fairgrounds; greenhouses; logging operations; manure spreading, drying, and sales; mushroom farms; plant nurseries; solid fill projects; surface mining operations; and wineries. As part of the proposed annexation, the project proposes to pre-zone the annexation area to Rural Residential 2.5 (RR-2.5), Mixed Use-Employment (MU-E), Light Industrial (LI), Public (P), Mobile Home Park (MHP), and Specific Plan (SP), consistent with the proposed land use designations; refer to Exhibit 3-3, *Proposed General Plan and Zoning*. Therefore, the proposed annexation and pre-zone would rezone some parcels currently zoned by the County with permitted agricultural use (A-2-2, R-A, MXD-RU, and M-1) to a non-agricultural use zone, specifically MU-E. According to LMC Section 17.10.040, *Uses and permit requirements,* the MU-E zone does not allow for agricultural use. This is a small percentage of the property included in the annexation and is not nor has was it previously under agricultural production. Additionally, the property proposed to be zoned as MU-E is located in close proximity to the General

William J Fox Airfield, where uses that encourage the increased presence of birds is discouraged. Impacts would be less than significant.

The remainder of the proposed pre-zones (LI, P, and MHP) would not rezone parcels currently zoned as A-2-2, R-A, and MXD-RU by the County to non-agricultural use zoning. Pursuant to LMC Section 17.08.050, *Uses and permit requirements,* the RR-2.5 zone permits light agricultural uses as an accessory use and commercial crop production. In addition to light agricultural uses and commercial crop production, the RR-2.5 zone allows community gardens, wineries, arboretum and horticultural gardens. While the proposed pre-zone would convert existing County agricultural zoning into non-agricultural zones, the proposed RR-2.5 zone would continue to allow agricultural uses. Additionally, there are no active agricultural uses within the annexation area. Thus, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

As discussed above, the Specific Plan area does not contain include any farmland currently under a Williamson Act contract. Additionally, there are no Williamson Act contract in Los Angeles County. No impacts would occur.

According to the County Code, the entire Specific Plan area is zoned M-1. Pursuant to County Code Chapter 22.22.030, *Land Use regulations for Zones M-1, M-1.5, M-2, and M-2.5,* M-1 allows for light industry, repair, wholesale, and packaging activities. M-1 zones also accommodate retail and service commercial uses. While the M-1 zoning district permits a variety of light industrial and retail uses, the M-1 zone also permits agricultural and resource-based uses. Specifically, the M-1 zoning district permits community gardens and crops (including field, tree, bush, berry, and row) and allows for greenhouses with a ministerial site plan review. The project proposes to pre-zone the Specific Plan area to SP to accommodate development in accordance with the proposed Specific Plan. Thus, the project would rezone parcels currently zoned by the County for agricultural use (i.e., M-1) to SP (i.e., a non-agricultural use zoning). As shown in Table 5-1, *Permitted Uses*, in the NLISP, the SP pre-zone does not permit agricultural uses.

Mitigation Measures:

No mitigation measures would be required.

Level of Significance: Impacts would be less than significant.

5.3.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT OR INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN THE CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE.**

Impact Analysis:

Cumulative projects listed in Table 4-2 could result in a significant impact to agricultural resources by conflicting with existing Williamson Act contracts and through the conversion of land zoned for agricultural use to non-agricultural use. However, given that zoning is site specific, future cumulative projects would be required to undergo separate environmental review to evaluate site-specific impacts regarding the conversion of land under the Williamson Act and/or zoned for agricultural use to non-agricultural use and mitigate such impacts, if any, as needed.

The project site does not include any farmland currently under a Williamson Act contract. Thus, no cumulative impacts would occur related to lands under Williamson Act contracts.

As discussed, the project site (annexation area and Specific Plan area) includes areas that are currently zoned by the County as A-2-2, R-A, MXD-RU, and M-1 which allow agricultural uses. The project would convert some of these agriculturally zoned areas to non-agricultural zones. Specifically, the project would pre-zone areas within the annexation area currently zoned A-2-2 and R-A to RR-2.5 However, the RR-2.5 zone would continue to permit agricultural use (e.g., light agricultural uses as an accessory use and commercial crop production).

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to agriculture and forestry resources have been identified.

5.4 BIOLOGICAL RESOURCES

This section identifies existing biological resources in the project area and provides an analysis of potential impacts that may result from project implementation. Existing baseline biological conditions and characteristics, an analysis of the potential direct and indirect impacts on sensitive resources, and appropriate mitigation measures to reduce potential impacts to the extent feasible for those impacts determined to be significant, if any, are described throughout the analysis. This section is primarily based upon the following technical studies (refer to Appendix 11.2, *Biological Resources Report and Jurisdictional Delineations*):

- *Biological Resources Assessment for the Westside Annexation and Specific Plan Project, County of Los Angeles, California* (Biological Resources Assessment), prepared by Michael Baker International (Michael Baker), dated May 15, 2025
- *Westside Annexation and Specific Plan Project Delineation of Waters of the State*, prepared by NOREAS, dated April 2025.; and
- *Westside Annexation and Specific Plan Project Delineation of Waters of the United States*, prepared by NOREAS, dated April 2025.

5.4.1 EXISTING SETTING

The project site is located within the ancient lakebed of Lake Thompson, which once covered the lower Antelope Valley, including present-day Rogers Lake, Rosamond Lake, and Buckskin Lake, during the Pleistocene epoch. During the Pleistocene epoch, the region experienced a cooler, wetter climate, supporting pluvial lakes surrounded by lush marshes. However, around 10,000 years ago, during the Early Holocene, a major climate shift occurred, bringing warmer, drier conditions that caused these wetlands to recede and eventually disappear. As lake waters evaporated, soluble salts accumulated on the exposed lakebed, creating a highly alkaline substrate. The first colonizing plants were hydrophytic (i.e., water-loving) and halophytic (i.e., salt-tolerant) species, which adapted to the briny, drying landscape. Over time, wind-driven sediments (aeolian deposits) accumulated around small clumps of vegetation, forming elevated mounds that began to stabilize the landscape. As the desertification process continued, fossorial rodents (burrowing animals) took shelter in the vegetation clusters, further modifying the soil through their burrowing activities. Over millennia, this dynamic transition has reshaped the once-open lakebed into an upland desert shrubland ecosystem, with gradual increases in plant cover as vegetation expands into previously barren areas.

The project site generally represents a fully transitioned upland desert landscape, shaped by thousands of years of aridification following the recession of Lake Thompson. While remnants of ancient lake sediments persist beneath the surface, the project site is now largely established as an upland desert system.

The project site is relatively flat, within a gently undulating upland landscape that slopes gradually eastward, with elevations ranging from 2,302 to 2,309 feet above mean sea level. Pond-Oban complex soils underlie most of the project site, with small areas of Pond loam, Tray loam slightly saline, and

Tray sand loam soils, as well as Water and Miscellaneous water; refer to Biological Resources Assessment Figure 5, *USDA Soils*. The project site has inclusions of subtle mound-intermound topography, that consists of small, elevated mounds, shaped over time by natural geologic and climatic processes. Despite its undulating surfaces, the project site remains predominately a well-drained upland system with limited water retention potential. As rainfall is intercepted by both mounds and intermounds, with mounds exhibiting higher porosity due to organic matter accumulation. In contrast, intermound areas, where finer textured materials are present, may experience very shallow and short-lived ponding following precipitation events.

Amargosa Creek bisects the southeast area of the project site in a southwest to northeast direction but has been historically altered by human activity and channelized. Rows of excavated soil along the top of the banks of Amargosa Creek provide clear evidence of anthropogenic modification within the project site. Amargosa Creek continues northeast but is diverted into a human-made basin before reaching Rosamond Lake. The project site falls within the Antelope-Fremont Valleys Watershed and is an upland desert landscape with no sustained hydrology. Rainwater infiltration is rapid within the project site, and any ponding is limited, and temporary. The project site's depth to groundwater (i.e., too deep to influence surface conditions) reinforces the site's well-drained nature.

The primary soil mapping unit within the project site is the Pond-Oban complex which is not classified as hydric. The project site is a well-drained upland system where water disperses, rather than accumulates. Within this landscape, water evaporates and drains away quickly. Development in the project site has been limited, and land uses have remained mostly consistent since at least 1995. A prominent feature in the northern portion of the project site, the Lancaster Water Reclamation Plant, appears operational in 1959. Other significant areas of development in the project site include Leisure Lake Mobile Estates and Mitchell's Avenue E RV Park. Within the project site, residential land uses are limited. A series of constructed ponds identified as "sewage disposal ponds" on United States Geological Survey (USGS) topographic mapping occur in the northern portion of the project site. Areas within one and two miles of the project site consist primarily of relatively undeveloped desert scrub with scattered residential and industrial developments. Further open undeveloped areas stretch 20 plus miles east-northeast of the project site. A patchwork of residential developments, solar farms, and agricultural land uses lie to the west-northwest, the northern boundary of the City of Lancaster approximately one mile to the south, and the General William J. Fox Airfield and associated development approximately two miles to the west.

VEGETATION COMMUNITIES

Vegetation mapping was completed in 2023 during the peak blooming seasons across Planning Areas 2, 4, and 6 through 8 and indicates that native desert scrub habitats are the dominant vegetation community/land cover type, composed primarily of shadscale/allscale (*Atriplex* spp.) scrub, with various other native desert scrub species present in smaller amounts. These desert scrub habitats have also experienced varying degrees of anthropogenic disturbances, as noted during the 2023 field surveys, including impacts related to off-road vehicle use, illegal dumping, homeless encampments, and unrestrained domesticated and/or feral dogs. Such disturbances impact the plant diversity, health, distribution, composition and the overall quality of native habitats within the project site.

Based on a review of the California Department of Fish and Wildlife's (CDFW) online vegetation mapping viewer, undeveloped areas of the project site outside the Planning Areas that were surveyed in 2023 (i.e., Planning Areas 2, 4, and 6 through 8) contain similar *Atriplex*-dominated desert scrub habitats. Rubber rabbitbrush scrub (*Ericameria* spp.) and small areas of Mediterranean California naturalized annual and perennial grassland and stands of salt cedar (*Tamarix* spp.) are also mapped by CDFW within the project site. Incidental observations made by Michael Baker biologists of areas surrounding the Planning Areas surveyed in 2023, reflect a similar disturbed nature as those noted inside the surveyed Planning Areas. In general, the disturbance regimes across the project site limit the suitability of the site to support native plant and wildlife species.

While Amargosa Creek transects southern portions of the project site, riparian habitats are not evident, as the stream channel has little topographic relief, and the stream corridor is composed of species that occur in the surrounding upland habitats. No natural riparian habitats were identified during the vegetation surveys in 2023 across Planning Areas 2, 4, and 6 through 8. No significant native stands of trees, or other unique or distinct vegetation communities, were identified during these field surveys, or during reviews of aerial photography and California Natural Diversity Database (CNDDB) records for the project site. Non-native trees which were planted primarily occur within the developed landscapes of Leisure Lake Mobile Estates and Mitchell's Avenue E RV Park. Stands of non-native and invasive salt cedar were previously planted as wind breaks and are not naturally occurring in the project site.

Disturbed and developed land cover types were documented during the 2023 surveys across Planning Areas 2, 4, and 6 through 8 and were identified during reviews of aerial photography across the remainder of the project site. Disturbed areas include areas where native vegetation is no longer supported and bare ground or areas covered by weedy/ruderal plant species are established. This includes locales that have been disturbed by human-influenced activities, and other areas where vegetation is simply sparse, or absent (e.g., roadway right-of-way, lands impacted by utility infrastructure installation, etc.). Developed areas include paved roads and areas containing buildings and other structures as well, such as the Lancaster Water Reclamation Plant, Leisure Lake Mobile Estates, and Mitchell's Avenue E RV Park.

GENERAL FLORAL INVENTORY

According to the Biological Resources Assessment, rare plant surveys were performed in 2023 across Planning Areas 2, 4, and 6 through 8, and plant species encountered were recorded to the lowest taxonomic level possible. A review of species lists from the project site indicates that the plant communities within the project site are typical of upland desert scrub habitats. A total of 68 plant species were identified during the rare plant surveys conducted across Planning Areas 2, 4, and 6 through 8. Of these, 48 species (71 percent) are native, and 20 species (29 percent) are non-native. All plant species identified during these surveys, any special-status designation, or indication of its status as a recognized invasive species are provided in Biological Resources Assessment Attachment C, Table C-1. No native tree species were observed during the rare plant surveys, including western Joshua tree (*Yucca brevifolia*), further reinforcing the open, arid, and well-drained nature of the project site. The dominant vegetation consists of desert scrub species well-adapted to xeric (dry) upland environments, including saltbush/shadscale/allscale, desert buckwheat (*Eriogonum* spp.), and common goldfields (*Lasthenia* spp.), all of which thrive in upland soils with rapid drainage and minimal moisture retention.

GENERAL WILDLIFE INVENTORY

This section provides a general discussion of common wildlife species that have been detected during the surveys conducted in 2023 across Planning Areas 2, 4, and 6 through 8, or that are expected to occur in the region. A total of 48 wildlife species were identified during the field surveys and are listed, along with any special-status designation, in Biological Resources Assessment Attachment C, Table C-2.

Fish

According to the Biological Resources Assessment, no fish or aquatic features suitable to sustain fish were observed during the 2023 field surveys conducted across Planning Areas 2, 4, and 6 through 8. A review of aerial photography indicates that ponded water is present at the Lancaster Water Reclamation Plant; however, these basins are artificially maintained as part of a wastewater treatment system and are not designed to support fish or natural aquatic ecosystems. Routine maintenance, water quality controls, and treatment processes further prevent conditions that would sustain fish populations within the project site. Similarly, Amargosa Creek, the prominent hydrological feature within the project site, is ephemeral, indicating Amargosa Creek only carries water following precipitation events and remains dry for the majority of the year. Ephemeral streams do not provide the stable aquatic conditions necessary to support fish life cycles. There is no persistent flow, no perennial pools, and no hydrologic connectivity to fish-bearing waters from the project site. Given the lack of perennial water sources, sustained hydrology, or suitable aquatic habitat, fish are not present within the project site, nor would they be expected to be present under natural conditions.

Amphibians

No amphibians, or hydrogeomorphic features (e.g., perennial creeks, lakes, reservoirs) that would provide suitable breeding habitat for amphibians, were detected during the 2023 surveys conducted across Planning Areas 2, 4, and 6 through 8. Although historical mapping occasionally referenced "pond" features in the region, these are naming conventions rather than indicators of hydrology within the project site. While individual amphibians may occur within the project site, significant populations of amphibians or breeding areas are not expected to occur.

Reptiles

Five reptile species were identified during the field surveys conducted in 2023 across Planning Areas 2, 4, and 6 through 8, including Great Basin whiptail (*Aspidoscelis tigris tigris*), red racer (*Coluber flagellum piceus*), long-nosed leopard lizard (*Gambelia wislizenii*), western fence lizard (*Scleroporus occidentalis*), and western side-blotched lizard (*Uta stansburiana elegans*). These species are well-adapted to dry, well-drained upland conditions. The project site also provides suitable upland habitat for additional common reptile species known to occur in the region, including northern desert iguana (*Dipsosaurus dorsalis dorsalis*), desert spiny lizard (*Sceloporus magister*), Mohave rattlesnake (*Crotalus scutulatus scutulatus*), and Mohave desert sidewinder (*Crotalus cerastes cerastes*). These species are strongly associated with arid, sandy, and rocky environments with rapid drainage and minimal moisture retention.

Birds

A total of 30 bird species were detected during the field surveys conducted in 2023, the majority of which are characteristic of open desert scrub and upland environments. The most commonly observed species included common raven (*Corvus corax*), Say's phoebe (*Sayornis saya*), white-crowned sparrow (*Zonotrichia leucophrys*), house finch (*Haemorhous mexicanus*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), and California horned lark (*Eremophila alpestris actia*). These species are all well-adapted to arid, upland habitats with open landscapes and sparse vegetation. The project site is dominated by desert scrub habitat, which provides suitable nesting habitat for upland songbirds. Additional nesting opportunities exist in structures, open ground surfaces, and other upland vegetation types present within the project site. Although Amargosa Creek crosses the project site, Amargosa Creek is an ephemeral feature that does not sustain riparian vegetation or provide conditions suitable for riparian-dependent bird species. As a result, songbirds and raptors that rely on riparian corridors are not expected to nest within the project site. Overall, the project site provides marginal nesting habitat for various year-round and seasonal upland bird species.

Mammals

Field surveys documented several common mammal species that are characteristic of arid, upland environments across Planning Areas 2, 4, and 6 through 8. Four mammal species were observed, including desert cottontail (*Sylvilagus audubonii*), black-tailed jackrabbit (*Lepus californicus*), California ground squirrel (*Otospermophilus beecheyi*), and coyote (*Canis latrans*), all of which are adapted to open desert scrub habitats with well-drained soils, and minimal water availability. The project site also provides suitable habitat for additional upland mammal species known to occur in the region, including Merriam's kangaroo rat (*Dipodomys merriami*), desert woodrat (*Neotoma lepida*), and southern grasshopper mouse (*Onychomys torridus*). These species thrive in dry, sandy, or rocky environments, relying on arid-adapted vegetation and natural burrowing conditions in well-drained upland soils.

Bats occur throughout most of California, including desert regions. However, opportunities for bat roosting and/or maternity roosting appears minimal or non-existent. Uninhabited structures that could provide suitable roosting habitat and trees suitable for cavity and foliar-roosting bat species are absent from the project site.

WILDLIFE CORRIDORS AND HABITAT LINKAGES

Wildlife corridors are pathways that allow animals to move between suitable habitat areas, enabling genetic exchange and providing access to new territories as populations fluctuate. These corridors help mitigate habitat fragmentation caused by urbanization, infrastructure, and changes in vegetation by allowing species to move between isolated habitat patches. However, for a wildlife corridor to be functional, the wildlife corridor must provide suitable cover, food, and water resources to support species movement while also being free from significant human disturbance or physical barriers. According to the Biological Resources Assessment, the project site is not located within any mapped wildlife corridor, wildlife linkage area, or designated connectivity overlay. Instead, most of the project site is classified as having "Limited Connectivity Opportunity," meaning it does not serve as a key movement route for regional wildlife.

The far northern portion of the project site is mapped within a "Connections with Implementation Flexibility" zone, which includes water reclamation ponds and artificial ponding features approximately 0.50-mile east of the project site. However, the project site itself does not provide the necessary conditions to function as a wildlife corridor. The project site is situated within the Antelope Valley region of the western Mojave Desert and is dominated by upland desert scrub habitat. While undeveloped open desert exists in the broader landscape, multiple barriers significantly reduce the suitability of the project site as a wildlife movement corridor, including:

- The presence of Fox Field Airport and commercial development (two miles west);
- Major highways and paved roadways such as SR-14, SR-138, Sierra Highway, and local avenues; and
- Existing development, fence lines, and light and noise disturbances from vehicular traffic.

While Amargosa Creek transects the southern portion of the project site, Amargosa Creek is ephemeral and does not contain a riparian corridor or vegetation structure that would facilitate significant wildlife movement. As a result, Amargosa Creek is not expected to function as a key movement corridor, nor does the project site provide a critical linkage between larger habitat areas. In summary, the project site does not function as a significant wildlife corridor or habitat linkage due to its upland nature, lack of riparian connectivity, and physical barriers such as roads, airports, and development. While some localized species may move through the project site, the broader Antelope Valley region contains more suitable open-space linkages, including the nearby Antelope Valley Significant Ecological Area (SEA), which provides a far greater role in supporting regional wildlife movement.

SIGNIFICANT ECOLOGICAL AREAS

SEAs are designated regions within Los Angeles County that contain irreplaceable biological resources and have been formally recognized in the *Los Angeles County 2035 General Plan*. The SEA Program aims to protect genetic and ecological diversity by identifying biologically significant areas capable of sustaining themselves over time. On December 17, 2019, the Los Angeles County Board of Supervisors adopted an SEA ordinance, which establishes permitting requirements, development standards, and review processes for new projects within designated SEAs. A review of SEA mapping confirms that the project site is not located within any designated SEA. The nearest SEA, the Antelope Valley SEA, is adjacent to the project site; refer to Exhibit 5.4-1, *Significant Ecological Areas*. The Antelope Valley SEA extends from the Angeles National Forest to the playa lakes of Edwards Air Force Base (AFB). Additionally, the San Andreas SEA is located approximately eight miles south-southwest of the project, following the San Andreas Fault line. This SEA serves as a connection between the San Gabriel and Tehachapi Mountain ranges and supports regional wildlife movement through protected desert drainages and native desert habitat. Regardless of the close proximity of these SEAs, the requirements of the SEA program adopted by Los Angeles County do not apply to properties within City limits.

SPECIAL-STATUS BIOLOGICAL RESOURCES

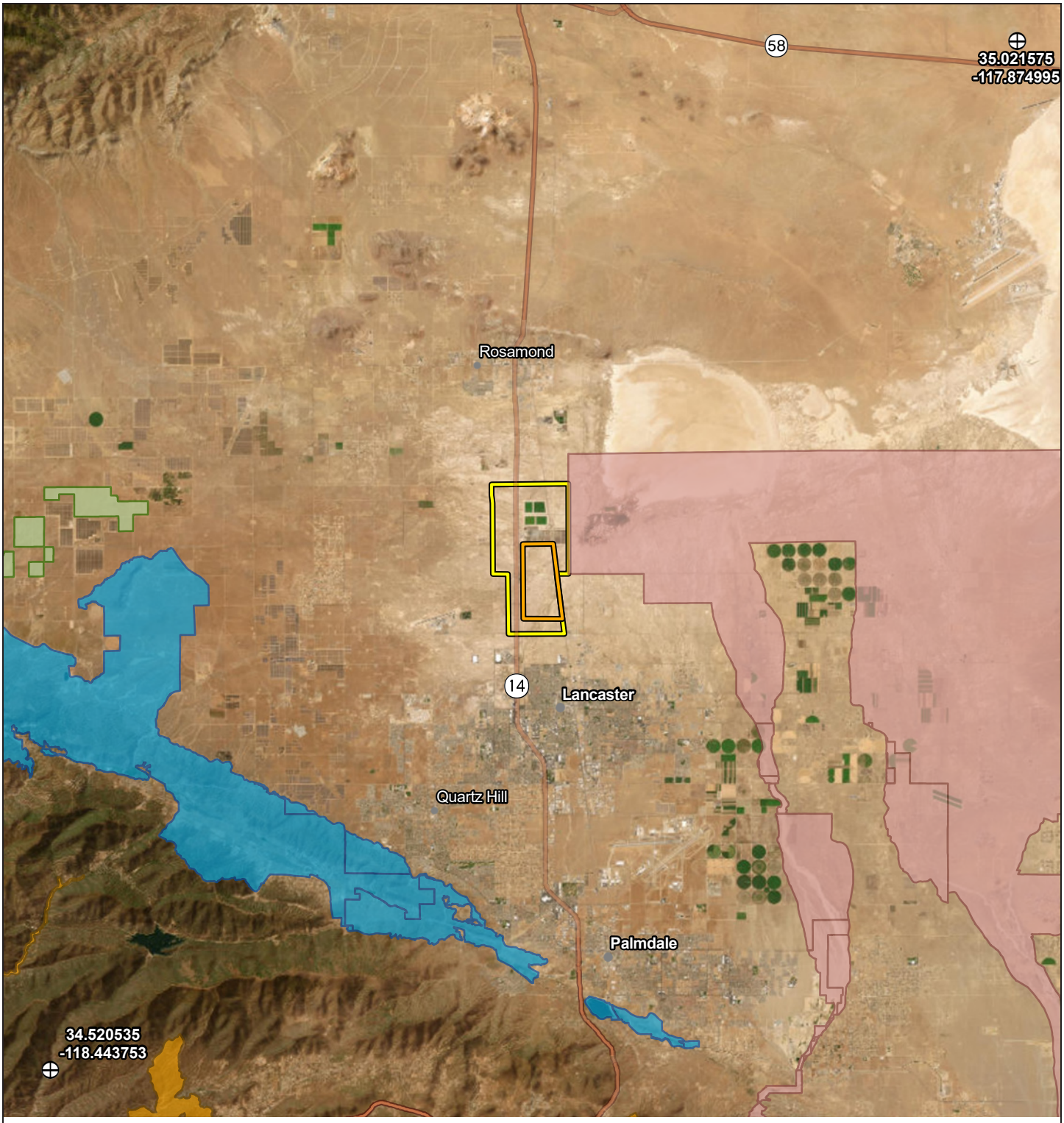
A total of six natural vegetation communities considered sensitive by CDFW, 36 special-status plant species, and 42 special-status wildlife species have been recorded in the USGS *Lancaster East*, *Alpine Butte*, *Rosamond*, *Rosamond Lake*, *Redman*, *Little Buttes*, *Del Sur*, *Willow Springs*, *Soledad Mountain*, *Bissell, Edwards*, *Sleepy Valley*, *Littlerock*, *Palmdale*, *Ritter Ridge*, and *Lancaster West*, *California* 7.5-minute quadrangles by the CDFW CNDDB, the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California (IREP), and the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation environmental project planning Tool (IPaC). The potential for these resources to occur in the project site was evaluated based on each species' known geographic distribution and elevation range; species-specific habitat requirements (e.g., vegetation communities/land covers, soils, hydrology, slope/aspect, and other requirements); life history traits (e.g., disturbance tolerance); and biologists' expertise, knowledge, and best professional judgement. Current and historic records of species identified during the literature review were also considered during the analysis; however, a species' potential to occur determination was not solely based on the age or location of these previously documented records.

Special-Status Plants

Based on the Biological Resources Assessment, a total of 36 special-status plant species have been recorded in the USGS *Lancaster East*, *Alpine Butte*, *Rosamond*, *Rosamond Lake*, *Redman*, *Little Buttes*, *Del Sur*, *Willow Springs*, *Soledad Mountain*, *Bissell, Edwards*, *Sleepy Valley*, *Littlerock*, *Palmdale*, *Ritter Ridge*, and *Lancaster West*, *California* 7.5-minute quadrangles by the CNDDB, IREP, and IPaC. Rare plant surveys across Planning Areas 2, 4, and 6 through 8 identified three special-status plant species, all of which are characteristic of dry, well-drained upland desert environments and/or alkaline areas; refer to Table 5.4-1, *Special-Status Plant Species Survey Results*. The total acreages of these species identified during the 2023 rare plant surveys are presented in Table 5.4-1 below. The results of these surveys, including where special-status species were mapped are presented in the rare plant survey reports appended to the Biological Resources Assessment in Appendix 11.2.

Table 5.4-1
Special-Status Plant Species Survey Results

Scientific Name	Common Name	Federal/State/CRPR	Acreage
Planning Area 2 and 4			
Calochortus striatus	alkali mariposa lily	None/None/1B.2	62.78
Chorizanthe spinosa	Mojave spineflower	None/None/4.2	1.31
Eriastrum rosamondense	Rosamond eriastrum	None/None/1B.1	0.81
Planning Areas 6-8			
Calochortus striatus	alkali mariposa lily	None/None/1B.2	129.45
Chorizanthe spinosa	Mojave spineflower	None/None/4.2	2.04



Source: Esri/Maxar (06/2023), County of Los Angeles (12/2022)

Michael Baker INTERNATIONAL

0 12,500 25,000 Feet

05/2025 • JN 202359

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Significant Ecological Areas

Exhibit 5.4-1

White pygmy poppy (*Canbya candida*; California Rare Plant Rank [CRPR] 4.2) and golden goodmania (*Goodmania luteola*; CRPR 4.2) are both typical of upland, well-drained desert landscapes, and have a moderate potential to occur within the project site; however, these species were not detected during the 2023 rare plant surveys.

Furthermore, the western Joshua tree, a declining desert species, is known to occur in the Antelope Valley region and has moderate potential to occur within the project site. In September 2020, this species was designated by the California Fish and Game Commission (FGC) as a Candidate for listing under the California Endangered Species Act (CESA). In July 2023, the species became protected under the State's *Western Joshua Tree Conservation Act* (WJTCA), while remaining a Candidate species under CESA. The WJTCA provides a streamlined approach to obtaining "take" authorization for the species in accordance with the WJTCA, establishes a mitigation strategy, and establishes thresholds for impacts (take). While no individuals were observed during the rare plant surveys conducted in 2023 across Planning Areas 2, 4, and 6 through 8, the Antelope Valley falls within the range of this species, and the presence/absence of the western Joshua tree would require field verification prior to development within the project site.

All remaining special-status plant species identified during the database reviews are not expected to occur within the project site, based on current distribution, lack of preferred habitats, and known locations of such species. Refer to Biological Resources Assessment Attachment D, Table C-1, for the potential for all 36 special-status plant species identified during the database searches to occur within the project site.

Special-Status Wildlife

A total of 42 special-status wildlife species have been recorded in the USGS *Lancaster East*, *Alpine Butte*, *Rosamond*, *Rosamond Lake*, *Redman*, *Little Buttes*, *Del Sur*, *Willow Springs*, *Soledad Mountain*, *Bissell, Edwards*, *Sleepy Valley*, *Littlerock*, *Palmdale*, *Ritter Ridge*, and *Lancaster West*, *California* 7.5-minute quadrangles by the CNDDB and IPaC, including 22 bird species. Three special-status wildlife species, northern harrier (*Circus hudsonius;* CDFW Species of Special Concern [SSC]), loggerhead shrike (*Lanius ludovicianus*; SSC), and California horned lark (CDFW Watch List species [WL]) were detected during field surveys within the project site. According to the Biological Resources Assessment, several common raptor and songbird species known from the region have been recorded in the vicinity of the project site. Based on results of the field surveys conducted in 2023 across Planning Areas 2, 4, and 6 through 8, the actual habitat preferences of these species, occurrence records, and known current distributions, the only bird species determined to have moderate potential to occur, or is likely to occur, within the project site is burrowing owl (*Athene cunicularia*).

While no individuals or sign of burrowing owl (i.e. whitewash, scat, prey remains) were detected during protocol surveys performed across Planning Areas 2, 4, and 6 through 8, suitable desert scrub habitat and burrows potentially suitable for use by burrowing owl were observed. This species was designated in October 2024 by the FGC as a candidate species for listing under CESA. Burrowing owls are known to occupy desert scrub habitats in the Antelope Valley and could be a migrating transient, and/or forage within the project site. Remaining special-status bird species identified during the database reviews are not expected to occur within the project site due to a lack of suitable habitats preferred by

these species, known distribution ranges, and/or lack of occurrence records in proximity of the project site.

Special-status reptile and fossorial mammal species comprise most of the non-bird special-status species identified during review of the CNDDB and IPaC. No individuals or sign of these special-status species were observed during the 2023 field surveys conducted across Planning Areas 2, 4, and 6 through 8. Refer to Biological Resources Assessment Attachment C, Table C-2, for the potential for all 42 special-status wildlife species identified during the literature review to occur within the project site.

Due to their regional significance, burrowing owl, as well as the following specific federal and/or State-listed species are described and evaluated in further detail below: Crotch's bumble bee (*Bombus crotchii*; Candidate for State listing as endangered [CSE]), Swainson's hawk (*Buteo swainsonii*; State-listed threatened [ST]), desert tortoise (*Gopherus aggassizii*, federally-listed Threatened [FT] and ST), and Mohave ground squirrel (*Xerospermophilus mohavensis*; ST).

Burrowing Owl

As mentioned above, burrowing owl has recently been designated by the FGC as a Candidate for listing as endangered or threatened under CESA. A total of 83 occurrence records of burrowing owl were identified during the review of the CNDDB, nearly all of which are from within the past 20 years. No occurrence records coincide with the project site. Three records from within the past 20 years lie within four miles west of the project, west of SR-14, with a number of additional records out to ten miles west of the project site. A concentration of records from the 2000's coincides with agricultural fields approximately ten miles to the east.

A limited number of burrows potentially suitable for burrowing owl were identified during the protocol surveys performed across Planning Areas 2, 4, and 6 through 8 in 2023; however, no individuals or sign of this species (i.e. whitewash, scat, or prey remains) were detected at burrows suitable for the species or elsewhere during the protocol surveys. With the presence of potentially suitable desert scrub habitat and burrows in the project site and its known occurrence in the Antelope Valley, this species is likely to occur within the project site.

Crotch's Bumble Bee

Crotch's bumble bee was designated as a candidate for listing as endangered under CESA in September 2022, along with three other native bumble bee species. This species is found in a range of habitats across California, including open grasslands, shrublands, chaparral, desert margins, and semi-urban settings. While this species has been documented in desert ecosystems, its presence is closely tied to the availability of high-quality floral resources and suitable nesting habitat, both of which are extremely limited within the project site. A review of the CNDDB identified three historical occurrence records for Crotch's bumble bee, the most recent of which dates back to 1971, approximately three miles southwest of the project site. Additionally, two community science observations from iNaturalist, within the broader Lancaster area, have been reported within the last three years. However, these records do not establish a sustained presence of the species within the project site, or its immediate vicinity.

Despite the lack of suitable habitat, protocol-level surveys were conducted in 2023 across Planning Areas 2, 4, and 6 through 8, following CDFW-accepted methods. These surveys yielded no detections of Crotch's bumble bee, nor were any nests found. Further habitat assessments confirmed that the majority of the project site lacks key biological features necessary to support this species, including sufficient floral resources and a high density of small rodent burrows for nesting and overwintering. According to the Biological Resources Assessment, the nearest area with sufficient foraging opportunities for *Bombus* species is the Piute Pond complex, located just east of the project site. Therefore, based on historical records, current habitat conditions, and negative survey results, Crotch's bumble bee is not expected to occur within the project site.

Swainson's Hawk

A review of the CNDDB identified 37 occurrence records of Swainson's hawk, with the nearest documented nesting activity located approximately one mile southeast of the project site in 2016. Additionally, observations and nesting by this species in the region has been compiled from various sources and presented in *Conservation Analysis for the City of Lancaster's Alpine Butte Preserve*. While observations of the species have been recorded in the vicinity of the project site, nesting has not been documented. Nesting by this species is strongly associated with agricultural land uses, which provide critical foraging opportunities. The project site lacks the mature trees necessary for nesting, and the project site and surrounding landscape do not contain the irrigated farmland or prey-rich fields, that are needed to support Swainson's hawk foraging. While native desert vegetation exists within the project site, it does not provide the same high-value foraging conditions associated with agricultural areas, which offer greater concentrations of small mammals, birds, and insects. Due to the absence of key nesting and foraging requirements, Swainson's hawk is not expected to nest or regularly occur within the project site. While individuals may occasionally fly over the project site during migration, the lack of suitable nesting structures and agricultural food sources makes the project site unsuitable for sustaining a resident Swainson's hawk population.

Mohave Ground Squirrel

A review of the CNDDB identified 24 historical records of Mohave ground squirrel, none of which overlap with the project site. The most recent records (i.e., from the 2000s) are located over ten miles northeast, near Rodgers Dry Lake. Importantly, the project is located at the extreme southwestern periphery of the species' known range and is not part of any core or peripheral Mohave ground squirrel population area.

Additionally, no Mohave ground squirrel were detected in any protocol surveys conducted within the broader Palmdale/Lancaster region between 2008 and 2012. Since 1991, no verifiable observations or trapping records of Mohave ground squirrel have been documented anywhere in Los Angeles County outside of Edwards AFB, and its immediate boundary. The most recent scientific assessments suggest that the species is essentially extirpated from Los Angeles County, with recent detections limited to the extreme northeastern portion of Los Angeles County, well outside the project site. No Mohave ground squirrel or sign of their presence (e.g., burrows, scat, tracks) were observed during any of the field surveys performed across Planning Areas 2, 4, and 6 through 8 in 2023. The suitability of habitat within the project site has been significantly reduced by past and ongoing human disturbances, further diminishing any potential for occupancy. Given the lack of recent records, the species' documented

range contraction, multiple negative survey results, and the absence of suitable habitat features within the project site, Mohave ground squirrel is not expected to occur within the project site.

Desert Tortoise

Desert tortoise is currently designated as a State and federally threatened species. A review of the CNDDB identified six desert tortoise occurrence records, none of which overlap with the project site. The closest records, which are dated within the past 20 years, are located more than ten miles north and east of the project. Furthermore, no desert tortoises or signs of their presence (e.g., burrows, scat, tracks, or shell fragments) were detected during any of the field surveys conducted. The suitability of habitat within the project site has been significantly diminished by past and ongoing human disturbances, further reducing the potential for this species to occur. Given the lack of recent records, the absence of suitable soil and burrowing conditions, and the project site's location outside the range of viable populations, desert tortoise is not expected to occur within the project site.

Special-Status Vegetation Communities

A total of six special-status vegetation communities considered sensitive by the CDFW have been recorded in the USGS *Lancaster East*, *Alpine Butte*, *Rosamond*, *Rosamond Lake*, *Redman*, *Little Buttes*, *Del Sur*, *Willow Springs*, *Soledad Mountain*, *Bissell, Edwards*, *Sleepy Valley*, *Littlerock*, *Palmdale*, *Ritter Ridge*, and *Lancaster West*, *California* 7.5-minute quadrangles by the CNDDB. These include Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Riparian Scrub, Southern Willow Scrub, Valley Needlegrass Grassland, and Wildflower Fields.

The project site consists primarily of desert scrub habitats dominated by saltbush/shadscale/allscale, areas disturbed by anthropogenic activities, and developed lands consisting of paved roadways and structures. No sensitive native vegetation communities were identified within the project site during the surveys conducted in 2023 across Planning Areas 2, 4, and 6 through 8, and none were identified during reviews of aerial photography. As a result, no special-status vegetation communities, including those listed in *California Sensitive Natural Communities* by CDFW are expected to occur within the project site.

CRITICAL HABITAT

According to the Biological Resources Assessment, Critical Habitat is designated at the time of listing of a species. Critical Habitat refers to specific areas within the geographical range of a species, at the time it is listed, that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals of the species are present or not. In the event that a project may result in take or adverse modification to a listed species' designated Critical Habitat, a project may be required to obtain take authorization and engage in suitable mitigation. However, consultation with the USFWS for impacts to Critical Habitat is only required when a project has a federal nexus. This may include projects that occur on federal lands, require federal permits (e.g., Clean Water Act [CWA] Section 404 permit), or receive any federal oversight or funding. If there is a federal nexus, then the federal agency that is responsible for providing funds or permits would be required to consult with the USFWS under the Federal

Endangered Species Act (FESA). The project site is not located within USFWS-designated Critical Habitat for any federally listed species; refer to Exhibit 5.4-2, *Critical Habitat*.

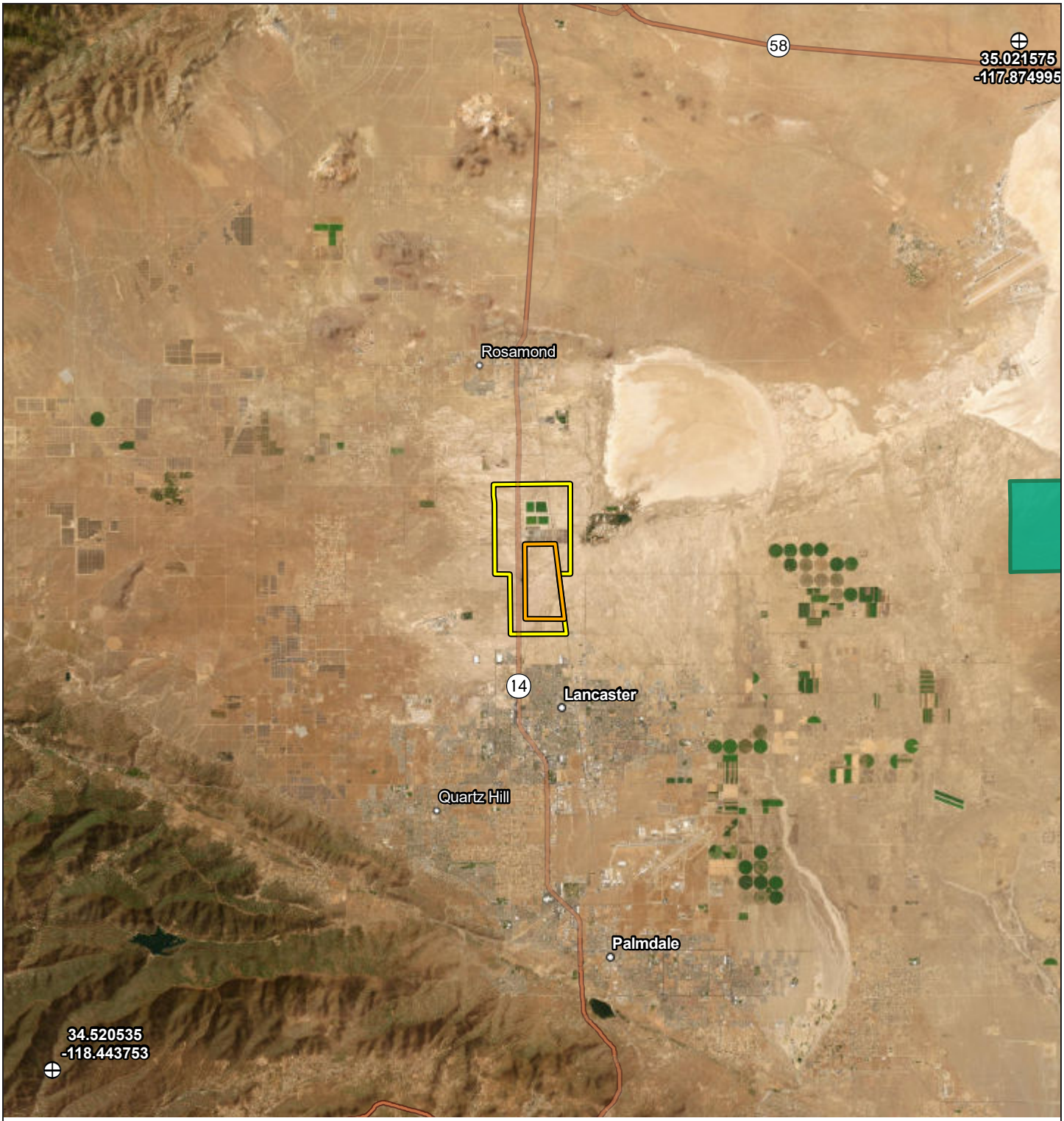
STATE AND FEDERAL JURISIDICTIONAL RESOURCES

Three federal and State agencies regulate activities within streams, wetlands, special aquatic sites, riverine and riparian areas in California. The U.S. Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredged or fill material into "waters of the U.S." (WOTUS) pursuant to Section 404 of the CWA and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (RWQCB) regulates discharges to surface waters pursuant to Section 401 of the CWA. But as waters of the State (WOTS), the RWQCB pursuant to Section 13263 of the California Porter-Cologne Water Quality Control Act, and the CDFW, under Section 1600 et seq. of the California Fish and Game Code (CFGC), regulates alterations to streambed and associated riparian habitats. Reconnaissance surveys were performed across Planning Areas 2, 4, and 6 through 8. Additionally, USGS 7.5-minute quadrangle mapping, aerial photography, and USFWS National Wetlands Inventory (NWI) mapping was reviewed for indications of regulated aquatic features occurring within the project site.

As stated previously, hydrologically, the only significant drainage signature within the project site is Amargosa Creek, which flows southwest to northeast. Amargosa Creek is an ephemeral drainage, which indicates it does not have a continuous flow throughout the year. Additionally, Amargosa Creek includes no notable concentrations of riparian habitat or hydrophytic vegetation. Generally, the project site is predominately a well-drained upland system where water disperses, rather than accumulates. Within this landscape, water drains away quickly. Nonetheless, a series of constructed ponds, identified as "sewage disposal ponds" on USGS topographic mapping occur in the northern portion of the project site.

According to the Biological Resources Assessment, results of the targeted field work across Planning Areas 2, 4, and 6 through 8 and desktop literature reviews, indicate that one primary drainage feature, Amargosa Creek, is the prominent water conveyance signature within the project site. Other unnamed and isolated features observed across Planning Areas 2, 4, and 6 through 8 did not exhibit a well-defined ordinary high watermark, obvious bed, bank or channel; lacked continuous or recurrent soil saturation at a frequency and duration sufficient to form or develop hydric soil indicators; and did not satisfy the hydrological or vegetative criteria required for State or federal protection as WOTS or WOTUS.

Amargosa Creek appears as a USGS blueline ephemeral stream on topographic mapping, transecting the southern portion of the project site. Additionally, lake and freshwater pond features depicted on the NWI map coincide with the treatment ponds at the Lancaster Water Reclamation Plant, and what appear to be other man-made ponds in the project site. Although the NWI Mapper was reviewed and is informative, the NWI Mapper is not considered indicative of the resources within the project site. As such, the precise acreage of WOTS and/or WOTUS within the project site, and impacts to any jurisdictional features, must be subsequently determined prior to ground disturbance. This is warranted, as jurisdictional status under State (RWQCB and CDFW) and federal (USACE) regulations shall depend on several key factors that are yet to be formally vetted (e.g., presence of an uninterrupted – or continuous surface water connection to a Traditional Navigable Waters [TNW], Perennial or Intermittent waterway, adjacent wetlands, and so forth).



Legend

- Annexation Area
- Specific Plan Area
- Desert Tortoise (*Gopherus agassizii*)
- Reference Point

Source: Esri/Maxar (06/2023), USFWS (09/2024)

Michael Baker INTERNATIONAL

0 12,500 25,000 Feet

05/2025 • JN 202359

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Critical Habitat

Exhibit 5.4-2

5.4.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Endangered Species Act

As defined within the FESA, an endangered species is any animal or plant listed by regulation as being in danger of extinction throughout all or a significant portion of its geographical range. A threatened species is any animal or plant that is likely to become endangered within the foreseeable future throughout all or a significant portion of its geographical range. Without a special permit, federal law prohibits the "take" of any individuals or habitat of federally listed species. Under Section 9 of the FESA, take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." The term "harm" has been clarified to include "any act which actually kills or injures fish or wildlife and emphasizes that such acts may include significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife." Enforcement of FESA is administered by the USFWS.

Under the definition used by the FESA, Critical Habitat refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species and that may require special management considerations or protection, regardless of whether the species is still extant in the area. Areas that were not known to be occupied at the time a species was listed can also be designated as Critical Habitat if they contain one or more of the physical or biological features that are essential to that species' conservation and if the occupied areas are inadequate to ensure the species' recovery. If a project may result in take or adverse modification to a species' designated Critical Habitat and the project has a federal nexus, the project proponent may be required to provide suitable mitigation. Projects with a federal nexus may include projects that occur on federal lands, require federal permits (e.g., federal CWA Section 404 permit), or receive any federal oversight or funding. If there is a federal nexus, then the federal agency that is responsible for providing funds or permits would be required to consult with the USFWS under the FESA.

Whenever federal agencies authorize, fund, or carry out actions that may adversely modify or destroy Critical Habitat, they must consult with USFWS under Section 7 of the FESA. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing uses federal funds, or requires federal authorization or permits (i.e., funding from the federal Highway Administration or a permit from the USACE).

Migratory Bird Treaty Act

Pursuant to the federal Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) of 1918, as amended in 1972, federal law prohibits the taking of migratory birds or their nests or eggs (16 USC 703; 50 Code of Federal Regulations [CFR] 10, 21). The MBTA covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing or

abandonment of eggs or young) may also be considered a "take." This regulation seeks to protect migratory birds and active nests.

In 1972, the MBTA was amended to include protection for migratory birds of prey (i.e., raptors). Six families of raptors occurring in North America were included in the amendment: Accipitridae (kites, hawks, and eagles); Cathartidae (New World vultures); Falconidae (falcons and caracaras); Pandionidae (ospreys); Strigidae (typical owls); and Tytonidae (barn owls). The provisions of the 1972 amendment to the MBTA protects all species and subspecies of the families listed above. The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds and many relatively common species.

Clean Water Act

The CWA, Section 401 provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters. Section 401 requires a project operator to obtain a federal license or permit that allows activities resulting in a discharge to WOTUS to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. The RWQCB administers the certification program in California. Section 404 establishes a permit program administered by the USACE that regulates the discharge of dredged or fill material into WOTUS, including wetlands.

WETLAND DEFINITION PURSUANT TO CWA SECTION 404

On April 21, 2020, the EPA and the USACE published the Navigable Waters Protection Rule to define "Waters of the United States" in the Federal Register. The April 2020 definition includes four simple categories of jurisdictional waters, including: (1) the territorial seas and traditional navigable waters; (2) perennial and intermittent tributaries to those waters; (3) certain lakes, ponds and impoundments; and (4) wetlands adjacent to jurisdictional waters.

The April 2020 definition provides clear exclusions for many water features that traditionally have been regulated, such as ephemeral drainages. The April 2020 definition has been formally adopted by EPA and the USACE.

Wetlands, including swamps, bogs, seasonal wetlands, seeps, marshes, and similar areas, are defined by USACE as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b]; 40 CFR 230.3[t]). Indicators of three wetland parameters (i.e., hydric soils, hydrophytic vegetation, and wetlands hydrology), as determined by field investigation, must be present for a site to be classified as a wetland by USACE.

It is important to note that the RWQCB definition of wetland was redefined, and the new definition went into effect May 28, 2020. The definition of a wetland is as follows: An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is

dominated by hydrophytes. This RWQCB modified three-parameter definition is similar to the federal definition in that it identifies three wetland characteristics that determine the presence of a wetland: wetland hydrology, hydric soils, and hydrophytic vegetation. Unlike the federal definition, however, the RWQCB wetland definition allows for the presence of hydric substrates as a criterion for wetland identification (not just wetland soils) and wetland hydrology for an area devoid of vegetation (less than 5 percent cover) to be considered a wetland.

However, if any vegetation is present, then the USACE delineation procedures would apply to the vegetated component (i.e., hydrophytes must dominate). Examples of waters that would be considered wetlands by the RWQCB definition, but not by the federal wetland definition, are non-vegetated wetlands, or wetlands characterized by exposed bare substrates like mudflats and playas, as long as they meet the three-parameters as described in the RWQCB definition. It is important to note that while the USACE may not designate a feature as a wetland, that feature could be considered a special aquatic site or other water of the U.S. by the USACE and potentially subject to USACE jurisdiction. This is because special aquatic sites or other water of the U.S. are a subset of WOTUS that are large or small areas possessing special ecological characteristics of productivity, habitat, wildlife protection, or other important and easily disrupted ecological values (33 CFR 230). Furthermore, these sites are generally recognized as significantly influencing or positively contributing to the overall environmental health of the entire ecosystem.

STATE LEVEL

California Endangered Species Act

In addition to federal laws, the State of California has its own CESA, enforced by the CDFW. The CESA program maintains a separate listing of species beyond the FESA, although the provisions of each act are similar.

State-listed threatened and endangered species are protected under provisions of the CESA. Activities that may result in "take" of individuals (defined in CESA as; "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by CDFW. Habitat degradation or modification is not included in the definition of "take" under CESA. Nonetheless, CDFW has interpreted "take" to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A candidate species is one that potentially qualifies for listing under CESA, pending a formal review and assessment of available data; these species are afforded all of the same legal protections as if they were already listed. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened, endangered, and candidate species are fully protected against take, as defined above.

The CDFW has also produced a species of special concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection. At the federal level, USFWS also uses the label "species of concern" as an informal term that refers to species which might need concentrated conservation actions.

As the species of concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

California Fish and Game Code

Sections 3503, 3503.5, 3511, and 3513

The CDFW administers the CFGC. There are particular sections of the CFGC that are applicable to natural resource management. For example, Section 3503 makes it unlawful to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Further, any birds in the orders Falconiformes or Strigiformes (Birds of Prey), such as hawks, eagles, and owls, are protected under Section 3503.5 which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW may be required prior to the removal of any bird of prey nest that may occur on a project site. Section 3511 lists fully protected bird species, where the CDFW is unable to authorize the issuance of permits or licenses to take these species. Pertinent species that are State fully protected include golden eagle (*Aquila chrysaetos*) and white-tailed kite (*Elanus leucurus*). In addition, Section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Sections 1600 *et seq.*

Sections 1600 et seq. of the CFGC establishes a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely affect fish and wildlife resources, or when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

Section 1602 of the CFGC requires any person, State, or local governmental agency or public utility to notify CDFW before beginning any activity that will do one or more of the following:

1. substantially obstruct or divert the natural flow of a river, stream, or lake;

2. substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or

3. deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

This applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State, including the maintenance of existing drain culverts, outfalls, and other structures. To avoid the need for a Lake or Streambed Alteration Agreement (LSAA) from CDFW, all proposed impacts should remain outside of the top of active banks and the canopy/dripline of any associated riparian vegetation, whichever is greater.

Native Plant Protection Act

Sections 1900-1913 of the CFGC were developed to preserve, protect, and enhance rare and endangered plants in the State of California. The Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification to the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows the CDFW to salvage listed plant species that would otherwise be destroyed.

Porter-Cologne Act

Applicants for a federal license or permit for activities that may discharge to WOTUS must seek a Water Quality Certification (WQC) from the State or Indian tribe with jurisdiction. In California, there are nine RWQCB that issue or deny certification for discharges within their geographical jurisdiction. Such certification is based on a finding that the discharge will meet water quality standards, which are defined as numeric and narrative objectives in each RWQCB's Basin Plan, and other applicable requirements. The State Water Resources Control Board has this responsibility for projects affecting waters within multiple RWQCBs. The RWQCB's jurisdiction extends to all WOTUS, including wetlands and to waters of the State.

The Porter-Cologne Act gives the State very broad authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. The Porter-Cologne Act has become an important tool for the regulatory environment following the SWANCC and Rapanos court cases, with respect to the state's authority over isolated and otherwise insignificant waters. Generally, in the event that there is no nexus to a TNW, any person proposing to discharge waste into waters of the State that could affect its water quality must file a Report of Waste Discharge. Although "waste" is partially defined as any waste substance associated with human habitation, the RWQCB also interprets this to include fill discharged into water bodies.

LOCAL LEVEL

City of Lancaster General Plan 2030

PLAN FOR THE NATURAL ENVIRONMENT

The General Plan includes the Plan for the Natural Environment, which identifies natural resources suitable for certain levels of protection, provides a management program for those resources consistent with community values, and ensures the City as an active participant in the management of the Antelope Valley's resources. The General Plan recognizes the Antelope Valley as a unique

biological environment on the edge of the Mojave Desert and adjacent to the San Gabriel Mountains whose biological resources face ongoing and increased pressures from existing and increasing urbanization. The following objective and policies are applicable to the project:

Objective 3.4: Identify, preserve and maintain important biological systems within the Lancaster sphere of influence, and educate the general public about these resources, which include the Joshua Tree - California Juniper Woodlands, areas that support endangered or sensitive species, and other natural areas of regional significance.

Policy 3.4.1: Ensure the comprehensive management of programs for significant biological resources that remain within the Lancaster sphere of influence.

Policy 3.4.3: Encourage the protection of open space lands in and around the Poppy Preserve, Ripley Woodland Preserve and other sensitive areas to preserve habitat for sensitive mammals, reptiles, and birds, including raptors.

Policy 3.4.2: Preserve significant desert wash areas to protect sensitive species that utilize these habitat areas.

Policy 3.4.3: Encourage the protection of open space lands in and around the Poppy Preserve, Ripley Woodland Preserve and other sensitive areas to preserve habitat for sensitive mammals, reptiles, and birds, including raptors.

Policy 3.4.4: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.

Lancaster Municipal Code

Lancaster Municipal Code (LMC) Chapter 15.66, *Biological Impact Fee*, establishes a biological impact fee to address long-term incremental impacts of new development on biological resources on a regional basis. The fee is based upon expected regional effects from new development and fees necessary to contribute to the City's "fair share" to address impacts on a regional basis. The fee applies to all new development on vacant land which has not been previously developed regardless of the resources present. This includes land subdivisions and new development approvals. The Biological Impact Fee is $770 per acre of new development on vacant land. The proceeds from received fees enables the city to acquire and preserve open space land which includes various biological resources, including resources found in the project site. Further, if unavoidable impacts to some non-listed special-status plant species would occur (those with a CRPR designation), the City charges a mitigation fee of $2,405 per acre for such unavoidable impacts. Coordination with the City would be required should non-listed species be impacted to determine the appropriate fee. It should be noted that the proceeds of the impact fee are used to buy mitigation land which is conserved in perpetuity and would contain suitable habitat for special status animals and plants.

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact to biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-1);

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-2);

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (refer to Impact Statement BIO-3);

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (refer to Impact Statement BIO-4);

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Section 8.0, *Effects Found Not To Be Significant*);

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed program have been categorized as either a "less than significant impact" or "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.4.4 IMPACTS AND MITIGATION MEASURES

SPECIAL-STATUS SPECIES

BIO-1 THE PROPOSED PROJECT COULD POTENTIALLY RESULT IN A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.

Impact Analysis:

ANNEXATION ANALYSIS

As previously mentioned, several non-listed special-status plant and wildlife species are expected to occur or have moderate potential to occur within the annexation area. Species currently listed and protected under the FESA and/or CESA are not expected to occur within the annexation area; however, burrowing owl, a Candidate for listing under CESA, is likely to occur on-site, while western Joshua tree, also a Candidate for State listing, has a moderate potential to occur within the annexation area. Therefore, future development in accordance with the proposed land use designations and pre-zones within the annexation area could result in direct and indirect impacts to special-status species, including nesting birds protected under the MBTA and CFGC, resulting in significant impacts. Indirect impacts could result from construction-related habitat loss and modification of adjacent habitats related to dust, noise, vibration, stormwater runoff, and through the potential spread of noxious and invasive plant species into these communities. Potential significant impacts and measures to reduce impacts to less than significant are presented below.

Special-Status Plant Species

Special-status plant species that were detected during the 2023 field surveys, or were determined to have a moderate potential to occur within the annexation area, and may be impacted by future development in accordance with the proposed land use designations and pre-zones within the annexation area, include alkali mariposa lily (CRPR 1B.2), Rosamond eriastrum (CRPR 1B.1), Mojave spineflower (CRPR 4.1), golden goodmania (CRPR 4.2), and white pygmy poppy (CRPR 4.2).

While not detected during the surveys conducted in 2023 in Planning Areas 2, 4, and 6 through 8, western Joshua tree has a moderate potential to occur within the annexation area and may be impacted by future development in accordance with the proposed land use designations and pre-zones within the annexation area.

Given that the exact location of future development projects within the annexation area is unknown at this time, Mitigation Measure BIO-1 would require, as determined by the City, protocol rare plant surveys be conducted to determine whether special-status plant species are present and the extent of their distribution on-site. Additionally, in the event a future project identifies western Joshua trees on-

site and involves impact to this species, Mitigation Measure BIO-1 would require the project proponent to obtain an Incidental Take Permit from the CDFW prior to any construction activities. With implementation of Mitigation Measure BIO-1, future development in accordance with the proposed pre-zones within the annexation area would not result in significant impacts to special-status plant species. Impacts to special-status plant species would be less than significant.

Special-Status Wildlife Species

Special-status wildlife species previously identified in the annexation area during the 2023 surveys, including northern harrier (a State SSC), loggerhead shrike (a State SSC), California horned lark (a State WL species), as well as burrowing owl (a Candidate species for listing under CESA), which is likely to occur, may be impacted by future development in accordance with the proposed land use designations and pre-zones within the annexation area. Thus, Mitigation Measure BIO-2 requires a pre-construction clearance survey to determine the presence/absence, location, and status of any active nests pertaining to burrowing owls on or adjacent to the annexation area. If the burrowing owl clearance survey indicates the presence of burrowing owl, Mitigation Measure BIO-2 requires coordination with the CDFW regarding the need for further surveys and to obtain an Incidental Take Permit for this Candidate species for listing under the CESA.

Nesting birds protected under the MBTA and CFGC could be directly impacted by construction equipment and indirectly as a result of noise, dust, and vibrations, which can result in increased nestling mortality due to nest abandonment or decreased feeding frequency. Although no active nests were observed during the surveys in 2023, the project site includes habitats that are suitable to support nesting birds. To reduce potential impacts to nesting birds, including northern harrier, loggerhead shrike, and California horned lark, Mitigation Measure BIO-3 requires a pre-construction nesting bird clearance survey to determine the presence/absence, location, and status of any active nests on or adjacent to the annexation area. If the nesting bird clearance survey indicates the presence of nesting migratory native birds, Mitigation Measure BIO-3 requires buffers to ensure that any nesting migratory native birds are protected pursuant to the MBTA. With implementation of Mitigation Measures BIO-2 and BIO-3, future development in accordance with the proposed pre-zones within the annexation area would not result in significant impacts to special-status wildlife species. Impacts to special-status wildlife species would be less than significant.

Conclusion

Overall, with implementation of Mitigation Measure BIO-1 (rare plant surveys and Incidental Take Permit[s] for western Joshua tree), Mitigation Measure BIO-2 (pre-construction burrowing owl surveys), and Mitigation Measure BIO-3 (pre-construction nesting bird surveys), project impacts to special-status species would be less than significant.

SPECIFIC PLAN ANALYSIS

The analysis provided above for the Annexation Analysis is also applicable to the Specific Plan Analysis.

Mitigation Measures:

ANNEXATION AREA

BIO-1 Prior to construction, and during the appropriate blooming periods for special-status plant species with the potential to occur within the project site, qualified botanists shall conduct focused rare plant surveys following the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS) and/or California Native Plant Society survey guidelines to determine presence or absence of special-status plant species. The surveys shall be floristic in nature (i.e., identifying all plant species to the taxonomic level necessary to determine rarity) and include site visits covering the blooming period of special-status plant species with potential to occur within the project site.

Should western Joshua tree (*Yucca brevifolia*) be identified and unavoidable impacts to the species anticipated, a census report providing count, size class, and photos of on-site western Joshua tree, and avoidance and minimization strategies shall be prepared to initiate coordination with CDFW regarding the requirement for a Western Joshua Tree Incidental Take Permit (ITP). An ITP would be obtained pursuant to Section 2081 of the California Fish and Game Code or the Western Joshua Tree Conservation Act.

Although not expected, if State- and/or federally listed plant species are identified within the project site and avoidance is not feasible, consultation with the CDFW and/or USFWS, as applicable, regarding an ITP would be required prior to initiating any ground disturbance within the project site.

BIO-2 A pre-construction burrowing owl clearance survey shall be conducted no more than 14 days prior to any vegetation removal or ground disturbing activities to avoid impacts to burrowing owls and/or occupied burrows. The pre-construction clearance survey shall be conducted by a qualified biologist and in accordance with the methods outlined in the *Staff Report on Burrowing Owl Mitigation*. Documentation of surveys and findings shall be submitted to the City of Lancaster for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance and minimization measures shall be required.

If an active nest (i.e., occupied with eggs or fledglings) is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a "no-disturbance" buffer around the burrow location(s). The size of the "no-disturbance" buffer shall be determined in consultation with the City of Lancaster and be based on the proposed level of disturbance. If an occupied burrow is found within the development footprint, the qualified biologist shall prepare an Impact Assessment and Burrowing Owl Mitigation Plan in accordance with the California Department of Fish and Wildlife's (CDFW) Staff Report on Burrowing Owl Mitigation, if ground disturbance is contemplated to occur while the burrow is occupied. The project proponent shall contact CDFW to develop appropriate mitigation and management procedures and a final Burrowing Owl Mitigation Plan shall be submitted to the City of Lancaster and CDFW for review and approval prior to project activities.

If burrowing owl presence is confirmed, the project proponent shall offset impacts by acquiring mitigation lands for the species. The potential mitigation land shall have the following: 1) have presence of burrowing owl; 2) replace the impacted burrowing owl habitat area at a minimum of 2:1 ratio to ensure no net loss of habitat; and 3) be of equivalent or greater habitat value than that of the project site. Prior to acquisition of potential mitigation land, the project proponent shall provide the City of Lancaster with the appropriate documentation for property eligibility. Requested documentation may include, but is not limited to, a biological report, preliminary title report, mineral risk assessment report, and Phase I Environmental Site Assessment report. Following the City of Lancaster's written approval of potential mitigation land, the project proponent shall protect the land in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands pursuant to Assembly Bill 1094. Recordation or the conservation easement shall occur prior to commencement of the project activities. An appropriate endowment, to be determined by the City of Lancaster, shall also be provided for the long-term monitoring and management of mitigation lands.

BIO-3 Regardless of the time of year, if project-related activities are to be initiated, a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. If no active bird nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures shall be required.

If an active bird nest is found, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The size of the "no-disturbance" buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer shall be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the qualified biologist to search for any new nests in the restricted area.

SPECIFIC PLAN AREA

Mitigation Measures BIO-1 through BIO-3 are also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

BIO-2 THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.

Impact Analysis:

ANNEXATION ANALYSIS

The annexation area consists primarily of desert scrub habitats dominated by saltbush/shadscale/allscale, areas disturbed by anthropogenic activities, and developed lands consisting of paved roadways and structures. No sensitive native vegetation communities were identified within the annexation area during the surveys conducted in 2023 across Planning Areas 2, 4, and 6 through 8, and none were identified during reviews of aerial photography. As a result, no special-status vegetation communities, including those listed in *California Sensitive Natural Communities* by CDFW are expected to occur within the annexation area. No impact would occur.

SPECIFIC PLAN ANALYSIS

The analysis provided above for the Annexation Analysis is also applicable to the Specific Plan Analysis.

Mitigation Measures:

No mitigation measures are required.

Level of Significance: No impact.

BIO-3 THE PROJECT COULD HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.

Impact Analysis:

ANNEXATION ANALYSIS

The reconnaissance level field work and literature reviews indicate that one primary drainage feature, Amargosa Creek, is the only notable water conveyance signature within the annexation area. Other unnamed and isolated features do not appear to exhibit a well-defined ordinary high watermark, obvious bed, bank or channel, continuous or recurrent soil saturation, and lack the hydrological or vegetative criteria required for State or federal protection as wetlands or waters. Nonetheless, a formal delineation of WOTUS and WOTS must be completed prior to ground disturbance, to determine the final regulatory status of drainage signatures and the Lancaster Water Reclamation Plant.

While these features are anticipated to not fall under jurisdiction of the USACE, filling, dredging, or otherwise altering such features would result in impacts to signatures falling under State agency jurisdiction, and are expected to require a Waste Discharge Requirement from the RWQCB, pursuant to the California Porter-Cologne Water Quality Control Act, and a LSAA from CDFW, pursuant to Section 1600 et seq. of the CFGC.

The presence and extent of regulatory agency jurisdiction would be required to be identified by completing a jurisdictional determination, and if potentially regulated jurisdictional features are determined present, a formal field delineation following the most recent agency-approved methods. The formal jurisdictional delineation would be required to determine the extent of agency jurisdiction and potential impacts to regulated features. Furthermore, as required by Mitigation Measure BIO-4, if these signatures are disturbed, permits or discretionary approval may need to be obtained from regulatory agencies: USACE, which regulates discharge of dredged or fill material into WOTUS pursuant to the Section 404 of the CWA and Section 10 of the Rivers and Harbors Act; RWQCB, which regulates discharges to surface waters pursuant to Section 401 of the CWA and Section 13263 of the California Porter-Cologne Water Quality Control Act; and CDFW, which regulates alterations to streambed and associated riparian habitat under Section 1600 et seq. of the CFGC. Mitigation Measure BIO-4 would also require compensatory mitigation for impacts to be determined during the formal notification and/or application processes. With implementation of Mitigation Measure BIO-4, impacts to jurisdictional features identified during a formal jurisdictional delineation of WOTS and WOTUS would be less than significant.

SPECIFIC PLAN ANALYSIS

The analysis provided above for the Annexation Analysis is also applicable to the Specific Plan Analysis.

Mitigation Measures:

ANNEXATION AREA

BIO-4 Temporary and/or permanent impacts to waters of the State (WOTS) and/or waters of the U.S. (WOTUS) within the project site could require discretionary approvals from the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and/or Regional Water Quality Control Board (RWQCB) prior to impacts occurring within areas subject to the jurisdiction of USACE, CDFW and/or RWQCB (i.e., WOTS and/or WOTUS). Compensatory mitigation for impacts shall be determined during the formal notification and/or application processes – if warranted and would be approved by the appropriate resource agency prior to work occurring within affected areas. Mitigation is anticipated to include one or more of the following to achieve no net loss of resource functions or values: restoration of impacted resources and/or preservation of unaffected resources within the project site; payment of an in-lieu fee to an agency approved mitigation bank; or acquisition of off-site lands that contain similar jurisdictional resources that would be held in a restrictive deed for perpetuity. The impact to mitigation ratio shall be negotiated with appropriate resource agency during the discretionary approval process.

SPECIFIC PLAN AREA

Mitigation Measure BIO-4 is also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

BIO-4 THE PROJECT COULD INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS OR IMPEDE THE USE OF WILDLIFE NURSERY SITES.

Impact Analysis:

ANNEXATION ANALYSIS

No recognized wildlife movement corridor or linkage coincide with the annexation area. The annexation area does not provide the necessary conditions to function as a wildlife corridor, nor does the annexation area support riparian dependent species. The annexation area is situated within the Antelope Valley region of the western Mojave Desert and is dominated by upland desert scrub habitat. While undeveloped open desert exists in the broader landscape, multiple barriers significantly reduce the suitability of the annexation area as a wildlife movement corridor, including:

- The presence of Fox Field Airport and commercial development (two miles west);
- Major highways and paved roadways such as SR-14, SR-138, Sierra Highway, and local avenues; and
- Existing development, fence lines, and light and noise disturbances from vehicular traffic.

While Amargosa Creek transects the southern portion of the annexation area, this feature is ephemeral and does not contain a riparian corridor or vegetation structure that would facilitate significant wildlife movement. As a result, Amargosa Creek is not expected to function as a key movement corridor, nor does the annexation area provide a critical linkage between larger habitat areas. In summary, the annexation area does not function as a significant wildlife corridor or habitat linkage due to its upland nature, lack of riparian connectivity, and physical barriers such as roads, airports, and development. While some localized species may move through the annexation area, the broader Antelope Valley region contains more suitable open-space linkages, including the nearby Antelope Valley SEA, which provides a far greater role in supporting regional wildlife movement. As a result, the annexation area does not serve as a significant or recognized wildlife movement corridor. Although not focused on avoiding and minimization impacts to wildlife movement, implementation of Mitigation Measures BIO-1 through BIO-4 would contribute towards reducing impacts to wildlife movement. Overall, with implementation of Mitigation Measures BIO-1 through BIO-4, impacts to wildlife movement would be less than significant.

SPECIFIC PLAN ANALYSIS

The analysis provided above for the Annexation Analysis is also applicable to the Specific Plan Analysis.

Mitigation Measures:

ANNEXATION AREA

Refer to Mitigation Measures BIO-1 through BIO-4.

SPECIFIC PLAN AREA

Mitigation Measures BIO-1 through BIO-4 are also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.4.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.**

Impact Analysis:

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to sensitive special-status species and any required mitigation. Future environmental review for related projects may require preparation of a biological resources assessment and focused protocol surveys to evaluate project-specific impacts to special-status species and identify required mitigation.

The proposed annexation and NLISP could impact special-status species. However, implementation of Mitigation Measure BIO-1 (rare plant surveys and Incidental Take Permit[s] for western Joshua tree), Mitigation Measure BIO-2 (pre-construction burrowing owl surveys), and Mitigation Measure BIO-3 (pre-construction nesting bird clearance surveys) would reduce project impacts to less than

significant levels. Thus, the project would not result in cumulatively considerable impacts to sensitive special-status species. Cumulative impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-3.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.**

Impact Analysis:

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to special-status vegetation communities and any required mitigation. Future environmental review for related projects may require preparation of a biological resources assessment to evaluate project-specific impacts to special-status vegetation communities and identify required mitigation.

The proposed annexation and NLISP would not impact riparian habitat or special-status vegetation communities. Thus, the project would not result in cumulatively considerable impacts to riparian habitat or special-status vegetation communities. No cumulative impacts would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No impact.

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.**

Impact Analysis:

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to State or federally protected wetlands and any required mitigation. Future environmental review for related projects may require preparation of a jurisdictional delineation to evaluate project-specific impacts to State or federally protected wetlands and identify any required mitigation.

The proposed annexation and NLISP could impact jurisdictional resources. However, the presence and extent of regulatory agency jurisdiction would be required to be identified by completing a jurisdictional determination, and if potentially regulated jurisdictional features are determined present, a formal field delineation. As required by Mitigation Measure BIO-4, if these signatures are disturbed, permits or discretionary approval may need to be obtained from regulatory agencies. Mitigation Measure BIO-4 would also require compensatory mitigation for impacts to be determined during the formal notification and/or application processes. Thus, with implementation of Mitigation Measure BIO-4, development associated with the project would not have a cumulatively considerable adverse effect on State or federally protected wetlands. Cumulative impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure BIO-4.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF WILDLIFE NURSERY SITES.**

Impact Analysis:

Cumulative projects listed in Table 4-2 would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to the movement of native resident or migratory fish or wildlife species and any required mitigation. Future projects would also be required to comply with existing requirements related to nesting migratory native birds, including the MBTA. Additionally, as cumulative projects could occur within the Antelope Valley SEA, mapped wildlife corridor, wildlife linkage area, or other Statewide or regional wildlife connectivity overlay, future environmental review for related projects may require preparation of a biological resources assessment and focused protocol surveys to evaluate project-specific impacts regarding the movement of native resident or migratory fish or wildlife species.

The proposed annexation and NLISP could result in potential impacts to the movement of native resident or migratory fish or wildlife species. However, implementation of Mitigation Measure BIO-1 (rare plant surveys and Incidental Take Permit[s] for western Joshua tree), Mitigation Measure BIO-2 (pre-construction burrowing owl surveys), Mitigation Measure BIO-3 (pre-construction nesting bird clearance surveys), and Mitigation Measure BIO-4 (compensatory mitigation for impacts to WOTS and/or WOTUS) would reduce project impacts to less than significant. Thus, the project would not result in cumulatively considerable impacts to the movement of native resident or migratory fish or wildlife species. Cumulative impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-4.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to biological resources have been identified.

5.5 TRIBAL AND CULTURAL RESOURCES

The purpose of this section is to identify existing cultural and tribal cultural resources within and around the project site and to assess the significance of such resources. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is primarily based upon the *Cultural and Paleontological Resources Assessment, Lancaster Westside Annexation and Specific Plan Project, Los Angeles County, California* (Cultural and Paleo Report), prepared by Michael Baker International (Michael Baker) and dated November 2024, as well as tribal consultation conducted by the City of Lancaster pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52); refer to Appendix 11.3, *Cultural and Paleontological Resources Assessment*.

5.5.1 EXISTING SETTING

ENVIRONMENTAL SETTING

The project site is located in the Antelope Valley, which is in the western Mojave Desert. The Antelope Valley is surrounded by the Tehachapi range in the north and northwest, and the Sierra Paloma, San Gabriel, and Liebre Mountains to the south and southwest. Geologically, the Antelope Valley is part of the Mojave structural block, which is an elevated desert. The topography of the region generally slopes up to the southwest, with elevations ranging from approximately 2,300 feet in the northeast to 3,500 feet in the southwest. The Antelope Valley soils profile consists of up to 4,000 feet of alluvial fill underlain by consolidated rocks. Summers are hot, arid, and clear, and winters are cold and partly cloudy. The average annual rainfall is just 7.7 inches.

The project site is within the jurisdiction of unincorporated Los Angeles County and within the City's Sphere of Influence (SOI). The City and its SOI are located in C. Hart Merriam's Lower Sonoran Life Zone. This low elevation, hot desert life zone is dominated by plants that can survive the arid environment, including creosote bush, desert shrubs, Joshua trees, and other succulents. Animals found in the Antelope Valley include the jackrabbits, pocket gophers, and various reptile species.

The natural surface water in the project site is limited to seasonal creeks, streams, and washes. Amargosa Creek flows southwest to northeast through the southern portion of the annexation area.

CULTURAL SETTING

The prehistoric cultural setting of the Mojave Desert has been organized into many chronological frameworks. Mojave chronologies have relied upon temporally diagnostic artifacts, such as projectile points, or upon the presence/absence of other temporal indicators, such as ground stone. Five prehistoric periods are proposed for the western Mojave area.

Prehistoric Period

Paleoindian (12,000 to 10,000 before present [BP]) and Lake Mojave (10,000 to 7,000 BP) Periods

Climatic warming characterizes the transition from the Paleoindian period to the Lake Mojave period. This transition also marked the end of Pleistocene epoch and ushered in the Holocene. The Paleoindian period has been loosely defined by isolated fluted (such as Clovis) projectile points, dated by their association with similar artifacts discovered in situ in the Great Plains. Some fluted bifaces have been found in association with fossil remains of Rancholabrean mammals near China Lake in the northern Mojave Desert, and dated to circa 13,300-10,800 BP. The Lake Mojave period has been associated with cultural adaptations to moist conditions, and resource allocation pointing to more lacustrine environments. Artifacts that characterize this period include stemmed points, flake and core scrapers, choppers, hammerstones, and crescentics. Projectile points associated with the period include the Silver Lake and Lake Mojave styles. Lake Mojave sites commonly occur on shorelines of Pleistocene lakes and streams, where geological surfaces of that epoch have been identified.

Pinto Period (7,000 to 4,000 BP)

The Pinto period has been largely characterized by desiccation of the Mojave. As formerly rich lacustrine environments began to disappear, the artifact record reveals more sporadic occupation of the Mojave, indicating occupants' recession into the cooler, moister fringes. Pinto period sites are rare, characterized by surface manifestations that usually lack significant in situ remains. Artifacts from this era include Pinto projectile points and a flake industry similar to the Lake Mojave tool complex, though use of Pinto projectile points as an index artifact for the era has been disputed. Milling stones have also occasionally been associated with sites of this period.

Gypsum Period (4,000 to 1,500 BP)

A temporary return to moister conditions during the Gypsum period is postulated to have encouraged technological diversification afforded by the relative abundance of resources. Lacustrine environments reappear and begin to be exploited during this era. Concurrently, a more diverse artifact assemblage reflects intensified reliance on plant resources. The new artifacts include milling stones, mortars, pestles, and a proliferation of Humboldt Concave Base, Gypsum Cave, Elko Eared, and Elko Corner-notched dart points. Other artifacts include leaf-shaped projectile points, rectangular-based knives, drills, large scraper planes, choppers, hammer stones, shaft straighteners, incised stone pendants, and drilled slate tubes. The bow and arrow appear around 2,000 BP, evidenced by the presence of a smaller type of projectile point, the Rose Spring point.

Saratoga Springs Period (1,500 to 800 BP)

During the Saratoga Springs period, regional cultural diversifications of Gypsum period developments are evident within the Mojave. Basketmaker III (Anasazi) pottery appears during this period and has been associated with turquoise mining in the eastern Mojave Desert. Influences from Patayan/Yuman assemblages are apparent in the southern Mojave, including the appearance of buff and brown wares often associated with Cottonwood and Desert Side-notched projectile points. Obsidian becomes more

commonly used throughout the Mojave and characteristic artifacts of the period include milling stones, mortars, pestles, ceramics, and ornamental and ritual objects. More structured settlement patterns are evidenced by the presence of large villages, and three types of identifiable archaeological sites (major habitation, temporary camps, and processing stations) emerge. Diversity of resource exploitation continues to expand, indicating a much more generalized, somewhat less mobile subsistence strategy.

Shoshonean Period (800 BP to Contact)

The Shoshonean period is the first to benefit from contact-era ethnography, as well as being subject to its inherent biases. Interviews of living informants allowed anthropologists to match artifact assemblages and particular traditions with linguistic groups and plot them geographically. During the Shoshonean period, continued diversification of site assemblages and reduced Anasazi influence both coincide with the expansion of Numic (Uto-Aztecan language family) speakers across the Great Basin, Takic (Uto-Aztecan language family) speakers into southern California, and the Hopi across the southwest. Hunting and gathering continued to diversify, and the diagnostic arrow points include Desert Side-notched and Cottonwood Triangular varieties. Ceramics continue to proliferate, though are more common in the southern Mojave during this period. Trade routes have become well established across the Mojave, particularly the Mojave Trail, which transported goods and news across the desert via the Mojave River. Trade in the western Mojave was more closely related to coastal groups.

Historic Period

Historic-era California is generally divided into three periods: the Spanish or Mission period (1769 to 1821), the Mexican or Rancho period (1821 to 1848), and the American period (1848 to present).

Spanish Period (1769-1821)

The Spanish period is characterized by exploration and settlement of the area by Europeans. In 1772, Pedro Fages became the first known European explorer to enter the Antelope Valley when he traveled through the Cajon Pass and into the Mojave Desert to pursue deserting soldiers. Fages most likely followed the Mojave Trail, a Native American trail predating European exploration of the area, which followed the Mojave River from Soda Lake to the San Bernardino Mountains, and then down the Cajon Pass into the coastal region. The earliest known contact of native inhabitants in Serrano territory came in 1776 when Francisco Garces visited Native American villages along the upper Mojave River. Garces later traveled the Mojave Trail again when he visited Mission San Gabriel.

As the Spanish developed commerce between their outposts in Santa Fe and Los Angeles, they further developed a series of trails following the Mojave River, known collectively as the Old Spanish Trail. The trail was utilized for trading goods from Santa Fe and Mexican horses from Los Angeles. After an attack on Mission San Gabriel in 1810 by local Mojave Native Americans, the Spanish used this new trail to raid the deserts, leading to a significant decrease in the native population in the region.

Mexican Period (1821-1848)

The Mexican period is marked by the inland settlement on large land grants (ranchos) and by the opening of Alta California to American explorers. One such explorer from New York, Jedediah Strong Smith, crossed the Mojave River in 1826, calling it the "Inconstant River" because of its sporadic and partially underground flow. Later, in 1844, General Fremont recorded the Mojave River as the "Mohave River" while in search of the Old Spanish Trail. The route would later be utilized and improved by the Mormon Battalion as they were stationed there between 1847 and 1848 to guard the Cajon Pass during the Mexican-American War. The Mormons used the route to return to Salt Lake City following the war in 1848.

American Period (1848-Present)

The American period is distinguished by the influx of American and European settlers into the area. In 1848, gold was discovered at Sutter's Mill near Coloma on the south fork of the American River, thereby kicking off the California Gold Rush and spurring a mass migration into the state from all over the country.

City of Lancaster

In 1876, the Southern Pacific Railroad (SPRR) completed a new track passing through the western Antelope Valley, connecting Los Angeles and Bakersfield. Approximately 3,000 workers, half of them Chinese, labored on the track. Soon thereafter, the SPRR constructed a siding, roundhouse for locomotive repairs, and shacks for railroad workers. The siding and small railroad settlement was named Lancaster. This was the future City's first non-indigenous settlement.

In 1883, an artisanal well was drilled at Lancaster, meeting the settlement's most important need. That same year, developer Moses Langley Wicks built a lumberyard in Lancaster, the first commercial structure there. In 1884, Wicks purchased 60 sections (38,400 acres) from the SPRR, marked out lots and streets, and began development of a town.

With access to distant markets via a new transcontinental railroad, combined with a climate that provided enough rainfall for dry farming, many homesteaders established farms in the area during the 1880s, cultivating alfalfa, barley, wheat, and tree fruits. The profitability of farming decreased substantially, however, between 1894 and 1904 due to a severe drought that decimated the region's economy and forced many farmers to abandon their homesteads.

In the early twentieth century, agriculture revived in the Antelope Valley with increased irrigation, made possible by electricity. By the 1930s, much of the Antelope Valley was under cultivation for alfalfa, and downtown Lancaster served as the local commercial hub.

The decade-long drought also hurt cattle ranches in the Lancaster area. Cattle ranches had been established in the Antelope Valley as early as the 1840s. With the discovery of gold in California and the rising demand for beef, cattle ranching became increasingly important to the local economy. However, during the second decade of the twentieth century, land disputes between ranchers and farmers led to the fencing of land by farmers and alfalfa growers to protect their crops from damage

by livestock. This restriction, combined with a population increase in the Antelope Valley, contributed to a substantial decline in the local cattle industry during the 1920s.

For farmers, however, the first half of the twentieth century was a productive period overall. With advancements in irrigation methods and electrical water pumps, farmers could access underground water with relative ease. The new, modern pumps provided a more reliable source of water than the free-flowing artesian wells and contributed to a resurgence in local farming beginning in 1905. In addition to reestablishing crops and orchards that had previously thrived, farmers were able to utilize these modern irrigation methods to cultivate crops, particularly alfalfa, on a large, commercial scale. By 1920, alfalfa had emerged as the Antelope Valley's major crop, with up to 100,000 tons produced annually by the early 1930s. Other important agricultural products included pears, grapes, and poultry. After World War II, the economy of the Antelope Valley shifted largely from agriculture to the defense and aerospace industries. The area around the project site, however, still retains its rural, agricultural character.

Duck Hunting in Antelope Valley

With the advent of the automobile in the early twentieth century, and its proximity to Los Angeles, recreational activities, including duck hunting, became popular in the Antelope Valley. Rosamond Dry Lake, northeast of the project site, filled with water seasonally from the Amargosa Creek which flowed from the San Gabriel Mountains. Natural springs also allowed for the excavation of artificial duck ponds. Large flocks of ducks migrated into the area during the fall months and southern California duck hunters flocked to the region to hunt. Multiple duck hunting clubs with artificial ponds, dikes, hunting blinds, windbreaks, and lodging were developed to accommodate the growing number of hunters from the 1920s to the 1950s.

PROJECT SITE

The project site is located within the traditional ancestral territory of the Serrano. This ethnic group was given the name Serrano, meaning mountaineers, by the Spanish who encountered them in the San Bernardino Mountains east of Cajon Pass, but their territory continued east onto the desert floor of the Mojave. The Serrano were organized into small villages and hamlets. Most of these settlements were located in the Upper Sonoran Life Zone, ranging in elevation from approximately 3,500 feet amsl to 7,000 feet amsl, from which seasonal parties would depart to exploit the diverse ecologic areas in the desert, mountains, and passes that made up their territory. Some permanent villages were located around permanent water sources on the desert floor. It is acknowledged that the ethnogeography of the western Antelope Valley is little documented. The project site does not appear in comprehensive maps of Native American sites in Southern California or maps focused on the Serrano and Desert Serrano. No hamlets, villages, or named locations are identified within the project site.

Middle nineteenth century General Land Office maps depict a completely unsettled area, devoid not only of buildings but also of roads and trails. No human-made features are visible in these maps.

By the late nineteenth century, Lancaster had been founded along the SPRR line southeast of the proposed project site. The project site itself remained undeveloped.

Development of the annexation area remains sparse. In the early twentieth century, only a handful of roads and railroad tracks are mapped in the annexation area. By 1930, the Oban Siding was established along the railroad within the annexation area, just northeast of, and on the opposite side of the railroad tracks from, the Specific Plan area.

Within Planning Area 2, duck pond grids with earthen berms were constructed beginning in 1928; by 1956, these duck ponds were further developed 2 and extended into Planning Area 3. According to historic aerial imagery and topographic maps, the duck ponds supported commercial hunting as part of the former Hoffman Gun Club (1344 Avenue D) and Clarke Gun Club (1351 Avenue E). Along with the duck ponds, several buildings, including lodging accommodations, as well as a viewing shelter and deck, landing strip for small planes, and parking areas were developed. By 2005 aerial imagery shows that the ponds are dry and empty, suggesting that the properties are no longer being used for recreational commercial hunting. While the annexation area no longer includes duck hunting clubs, the sport continues to be culturally relevant in the region, with several nearby clubs, including the Antelope Valley Sportsman Club and the Antelope Valley Hunting Club, still in operation.

Planning Areas 6, 7, and 8 remained undeveloped into the twenty-first century. The City limits of Lancaster are located to the south of the project site. No named communities are mapped on United States Geological Survey (USGS) maps within the annexation area.

CULTURAL RESOURCES

As part of the Cultural and Paleo Report, Michael Baker conducted background research to identify previously recorded cultural resources and cultural resource studies within the project site. The research consisted of records searches for paleontological, archaeological, and historical resources; literature, map, and aerial photograph reviews; local historical group consultation; field surveys; and California Register of Historical Resources (California Register) evaluations.

Records Search

Literature searches of the California Historical Resources Information System (CHRIS) at the South Coastal Central Information Center (SCCIC) located at California State University, Fullerton were conducted on August 27 and 29, 2024. As part of the records search, the following federal and State inventories were reviewed:

- California Inventory of Historic Resources;
- California Point of Historical Interest;
- California Historical Landmarks;
- Archaeological Resources Directory. The directory includes determinations for eligibility for archaeological resources in the County; and
- Built Environment Resources Directory. The directory includes the listing of the National Register of Historic Places (National Register), National Historic Landmarks, California Register, California Historical Landmarks, and California Points of Historical Interest within the County.

Previous Cultural Resources Studies

The SCCIC records search identified 37 previously conducted cultural resources studies within the project site, and one additional report, which has not been incorporated into the CHRIS database, but includes a portion of the Specific Plan area; refer to Cultural and Paleo Report Table 3, *Previous Studies Within Project Site and Search Area*. Approximately 20 percent of the annexation area has been subject to pedestrian survey.

Previously Recorded Cultural Resources

The SCCIC records search also identified 19 previously recorded cultural resources within the annexation area. Of those, eight resources are located within Planning Areas 2, 4, 6, 7, or 8 of the NLISP. All 19 previously recorded cultural resources are described below and detailed in Cultural and Paleo Report Table 4, *Resources Previously Recorded in the Project Site*.

P-19-001925/CA-LAN-1925

This resource, partially located within the annexation area, consists of a historic homesite ruin or duck hunting club. The site includes an extensive dike and pond system, tamarisk windbreaks, and a central compound that includes a cement slab foundation, well, pump stand, and refuse deposits. The resource is estimated to have been occupied between the 1930s or 1940s and 1950. Only part of the resource extends into the Specific Plan area; the bulk of the resource is located outside the project site, on Edwards Air Force Base.

P-19-002085/CA-LAN-2085

This resource, located within Planning Area 3 of the Specific Plan area, consists of two isolated surveyor's markers. Each is marked Obon. One marker was set in 1929, while the other was placed in 1941.

P-19-002086/CA-LAN-2086

This resource, located within the annexation area, consists of a box culvert beneath the Sierra Highway. The culvert is embossed with the date 1931.

P-19-002289/CA-LAN-2289

This resource, partially located within the annexation area, consists of a large prehistoric camp site. More than 2,000 lithic artifacts are scattered across the area, and six dense concentrations were noted. Only part of the resource extends into the annexation area; the bulk of the resource is located outside the project site, on Edwards Air Force Base.

P-19-002903

This resource, partially located within the annexation area, consists of Sierra Highway. Sierra Highway began as a series of trails in the nineteenth century, which were connected into a highway system

extending from Los Angeles to Lake Tahoe in the twentieth century. The portion located within the annexation area consists of a paved highway with associated culverts constructed in the early 1930s. This resource was determined not eligible for inclusion in the National Register through the Section 106 process.

P-19-003044/CA-LAN-3044

This resource, located in Planning Area 6 of the Specific Plan area, is a historic refuse deposit consisting of four artifact concentrations and a surrounding sparse scatter of artifacts in an area measuring approximately 656 feet (north to south) by 197 feet (east to west). The assemblage primarily consists of food cans, beverage bottle fragments, and condiment jar fragments, but also includes a smaller number of domestic ceramics, automotive parts and oil cans, and miscellaneous hardware. The resource was revisited in 2022 and recommended not eligible for inclusion in the California Register.

P-19-004224/CA-LAN-4224

This resource, located in Planning Area 4 of the Specific Plan area, consists of the remains of historic duck ponds and associated refuse and structural debris.

P-19-004691/CA-LAN-4691

This resource, located in Planning Area 8 of the Specific Plan area, consists of a historic refuse deposit. Two loci were identified: one dense can scatter, consisting mainly of vent-hole sanitary cans and measuring approximately 2.4 meters in diameter, and one concentration of broken bottle and jar glass with wire nails, carriage bolts, and lumber fragments measuring approximately 4.2 meters in diameter. The artifacts observed at the site all appear to date to the first half of the twentieth century. In total, the site measures approximately 62 meters east to west, by 42 meters north to south.

P-19-004692/CA-LAN-4692

This resource, located in the annexation area, consists of a historic refuse deposit. It consists of a spatially discrete historic dump off West Avenue E and includes one complete aqua solarized bottle base, aquamarine glass, sanitary cans, and church key beer cans. This single episode of the disposal dates to 1930s through the 1950s.

P-19-004751/CA-LAN-4751

This resource, located in the annexation area, consists of a historic refuse deposit. It consists of nine complete puncture-opened coolant cans, each labeled "SHELLZONE," which may date from the 1940s. The resource was recommended not eligible for the California Register when initially recorded.

P-19-100015

This resource, located in Planning Area 3 of the Specific Plan area, consists of an isolated bifacial rhyolite core. The resource was not evaluated, but isolated artifacts are by their nature generally not considered eligible for inclusion in the California Register.

P-19-100016

This resource, located in Planning Area 3 of the Specific Plan area, consists of an isolated milky quartz flake. The resource was not evaluated, but isolated artifacts are by their nature generally not considered eligible for inclusion in the California Register.

P-19-100557

This resource, located in the annexation area, consists of an isolated rhyolite primary flake. The resource was not evaluated, but isolated artifacts are by their nature generally not considered eligible for inclusion in the California Register.

P-19-101396

This resource, located in the annexation area, consists of a series of fence posts connected by barbed wire. Two of the fence posts were fallen, and three remained standing, while the barbed wire connecting them was fragmentary. The resource was not evaluated.

AVLC-001H

This historic site, located in Planning Area 6 of the Specific Plan area, is a refuse deposit consisting of a surface deposit of metal cans. The cans are concentrated within a single locus representing a single dumping event, with a small number of cans dispersed around this locus. The various crushed cans and other modern refuse are moderately dispersed. The site is in poor condition, with artifacts deliberately broken through human activity and corroded and scattered by natural processes. The site boundary is approximately 61.5 feet (north to south) by 78 feet (east to west). The locus' approximate center measures approximately 20.5 feet (north to south) by 15.7 feet (east to west). The artifacts are all consistent with having been deposited in the middle twentieth century. The resource was recommended not eligible for inclusion in the California Register.

AVLC-002H

This historic site, located in Planning Area 6 of the Specific Plan area, is a surface refuse deposit consisting of metal cans and fragmented glass. Scattered artifacts surround a locus which represents a single dumping event. The various crushed and fragmentary cans and glass fragments are moderately dispersed around the locus. The site is in poor condition, with artifacts deliberately broken through human activity and corroded and scattered by natural processes. The site boundary is approximately 46 feet (north to south) by 58 feet (east to west). The artifacts are all consistent with having been deposited in the middle twentieth century. The resource was recommended not eligible for inclusion in the California Register.

AVLC-003H

This historic site, located in Planning Area 6 of the Specific Plan area, consists of a surface refuse scatter of metal tin cans, glass, and miscellaneous metal. The artifacts are concentrated in two loci, each of which is moderately dense and represents a single dumping event. The cans, crushed cans, glass, metal, and other modern refuse are moderately dispersed within the loci, and other artifacts are scattered around the loci. The site is in poor condition with artifacts deliberately broken through human activity and corroded and scattered by natural processes. The site boundary is approximately 132 feet (north to south) by 192 feet (east to west). The artifacts are all consistent with having been deposited in the middle twentieth century. The resource was recommended not eligible for inclusion in the California Register.

AVLC-004H

This historic site, located in Planning Area 6 of the Specific Plan area, is a surface refuse scatter consisting of metal containers, glass, and various metal fragments and hardware. The site is in very poor condition, with artifacts deliberately broken through human activity and corroded and scattered by natural processes. The site boundary measures approximately 64 feet (north to south) by 75 feet (east to west). The artifacts are all consistent with having been deposited in the middle twentieth century. The resource was recommended not eligible for inclusion in the California Register.

AVLC-005H

This historic site, located in Planning Area 6 of the Specific Plan area, is a surface refuse scatter consisting of metal cans and glass fragments. The site is in poor condition, with artifacts deliberately broken through human activity and corroded and scattered by natural processes. The site boundary is approximately 33 feet (north to south) by 31 feet (east to west). Twenty-five diagnostic artifacts which characterize this resource were documented. All the artifacts are consistent with having been deposited in the middle twentieth century. The resource was recommended not eligible for inclusion in the California Register.

Parcels with Buildings Over 45 Years of Age

Six parcels of historic age (i.e., greater than 45 years old) were identified within the annexation area, two of which are located in Planning Area 2 and were recommended ineligible for inclusion in the California Register; refer to Cultural and Paleo Report Table 5, *Historic-Aged Buildings Documented by the Los Angeles County Assessor*. Based on archival map review, very limited development occurred in the project area prior to the late nineteenth century, suggesting that the number of historic-aged buildings in the project site is low. However, the entire annexation area has the potential for historic-aged buildings that may require evaluation to the California Register if affected by future development.

Field Survey

Michael Baker International conducted an intensive pedestrian survey of Planning Areas 7 and 8, and a portion of Planning Area 6, on December 14 through 16, 2022, January 23 to 27, and January 30 to February 2, 2023. An intensive pedestrian survey of Planning Areas 2 and 4 was conducted from

August 26 through August 28, 2024. Most of Planning Area 6 was subjected to an intensive pedestrian survey in 2022 and so was not resurveyed. Some historic sites were revisited and further documented on September 26 and 27, 2024. Prehistoric sites were revisited in order to conduct evaluations on August 30, 2024.

As a result of the records search and field survey, 30 historic sites, 11 prehistoric sites, and one multicomponent site were identified in Planning Areas 2, 4, 7, and 8 of the Specific Plan area. A summary of the results is provided below.

In addition, 10 isolated prehistoric artifacts and 75 isolated historic artifacts were observed, as documented in Table 6, *Prehistoric Isolates Within the Surveyed Area*, and Table 7, *Historic Isolates Within the Surveyed Area*, of the Cultural and Paleo Report. All these artifacts appear to be associated with roadside dumping. Because of their ubiquity and lack of significance, no DPR 523-series forms were completed for these resources, but their locations are documented in the Cultural and Paleo Report.

The 30 historic sites, 11 prehistoric sites, and one multicomponent site identified in Planning Areas 2, 4, 7, and 8 of the Specific Plan area are described below.

PLANNING AREA 2

Two resources were newly identified within Planning Area 2. The newly identified resources consist of one multicomponent prehistoric lithic scatter and historic site associated with the historic Hoffman Gun Club, and one resource associated with the historic Clarke Gun Club.

PLANNING AREA 4

Resource P-19-004224 was revisited within Planning Area 4. This site was originally recorded in 2011 and described as a former hunting club with duck ponds and little surviving, except for the remnants of the duck ponds identifiable by the tamarisk tree boundaries; remnants of a capped well and cement drainages; some limited structural debris from no-longer extant structures; and an occasional artifact associated with the hunting club.

At the time of revisit on August 26, 2024, site P-19-004224 was found to be in a very similar condition to when it was initially recorded with the former pond walls outlined by tamarisk trees still visible. The concrete well housing feature, surface historical artifacts including construction remnants of timber and metal brackets, a historic can scatter, and a ceramic scatter were observed still in place.

PLANNING AREA 7

A total of 20 resources were documented in Planning Area 7. They include two prehistoric sites and 18 historic refuse deposits.

PLANNING AREA 8

One previously-documented historic refuse deposit was revisited within Planning Area 8. Additionally, a total of 18 previously undocumented resources were documented within Planning Area 8. The newly identified sites include nine prehistoric sites and nine historic refuse deposits.

Buried Cultural Resources Sensitivity

The archaeological sensitivity for potential unknown buried prehistoric archaeological sites within the project site is low to moderate. The project site is located within territory claimed by the Serrano Native American tribe and the Fernandeño Tataviam Band of Mission Indians (FTBMI). It was likely also used by other neighboring tribes. No village sites are known or anticipated to have existed within the project site. However, human use of the area extends into the deep past, including periods when the climate was much more suitable for human habitation. Moreover, the presence of Amargosa Creek and other ephemeral watercourses in the project site would have drawn Native Americans here seasonally. Further, numerous prehistoric archaeological sites are documented within the project site.

The project site is also sensitive for historic archaeological resources. Hunting clubs, homesteads, and refuse deposits are all known to have existed within the project site.

Most of the annexation area is mapped as Pond-Oban Complex (Px). A relatively small amount of Pond loam (Po) is mapped in the south central part of the annexation area. Pond series soils are generally believed to date to the early Holocene, meaning that in general these soils are likely too old to contain archaeological deposits. However, the soils are not well-dated through absolute dating methods, and there is some indication that these soil categories may include some younger Quaternary deposits. Until these soils are better understood, they are considered to have moderate sensitivity for cultural resources.

Small exposures of Tray sandy loam (Tu), Tray sandy loam (Tu), and Tray sandy loam, very slightly saline (Tv) exist in the northwest corner of the annexation area. Tray series soils are dated to the early Holocene. They have a low sensitivity for buried resources. However, buried deposits are possible in Tray soils, particularly in shallower deposits where younger alluvium may have been deposited atop the early Holocene soils.

Native American Consultation

On August 29, 2024, Michael Baker sent a letter describing the project to the Native American Heritage Commission (NAHC) requesting the NAHC to review its Sacred Lands File for any Native American cultural resources that might be impacted by the project. The NAHC responded with a letter sent via email dated September 5, 2024 stating that the results of the Sacred Lands File (SLF) search were negative.

Separately, the City conducted tribal consultation in accordance with AB 52 and SB 18. AB 52 consultation occurs with those tribes who have informed the City in writing of their interest in consulting on projects in the City's jurisdiction. Additionally, the City notified all parties on the NAHC list of the proposed project and opportunity to consult in accordance with SB 18. On October 4, 2024,

the City sent letters requesting consultation to representatives of the Morongo Band of Mission Indians, Fernandeño Tataviam Band of Mission Indians (FTBMI), Quechan Tribe of the Fort Yuma Reservation, Kern Valley Indian Community, San Manuel Band of Mission Indians, Gabrieleno Band of Mission Indians – Kizh Nation, Serrano Nation of Mission Indians, and the San Fernando Band of Mission Indians.

On December 4, 2024, the FTBMI responded to the City's notification letter requesting consultation. A consultation meeting between FTBMI and the City occurred on December 10, 2024. Following the consultation meeting, the FTBMI requested specific cultural and tribal cultural resources mitigation measures be included in the environmental document. The concerns raised by FBTMI are addressed through the implementation of Mitigation Measures CUL-1 and CUL-4 through CUL-7. Additional consultation will be occurring with the San Manuel Band of Mission Indians. Any additional measures requested will be included in the Final EIR and are anticipated to include, but not be limited to, tribal monitoring, worker education programs, participation in Phase II Cultural Resource studies, and procedures for unknown discoveries.

5.5.2 REGULATORY SETTING

FEDERAL LEVEL

National Historic Preservation Act

Federal undertakings are subject to Section 106 of the National Historic Preservation Act (NHPA). The NHPA dictates that it is necessary to identify, evaluate, and mitigate effects to historic properties within the area of potential effects (APE) of proposed undertakings as defined by 36 Code of Federal Regulations (CFR) 800.16(y). The NHPA defines a historic property as any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on, the National Register, including artifacts, records, and material remains related to such a property or resource" (54 United States Code Section 300308).

National Register of Historic Places

The National Register is the official register of districts, sites, buildings, structures, and objects determined to be worth special protections due to their historic or artistic significance. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- that are associated with events that have made a significant contribution to the broad patterns of our history; or

- that are associated with the lives of person significant in our past; or

- that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

- that have yielded, or may be likely to yield, information important in prehistory or history.

All resources or properties nominated for listing in the National Register must retain integrity, which is the authenticity of a historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for nomination.

STATE LEVEL

California Register of Historical Resources

The California Register is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The California Register helps government agencies identify and evaluate California's historical resources and indicates which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. Any resource listed in, or eligible for listing in, the California Register is to be considered during the CEQA process.

A cultural resource is evaluated under four California Register criteria to determine its historical significance. A resource must be significant in accordance with one or more of the following criteria:

- *Criterion 1:* Is associated with events that have made a significant contribution to the broad pattern of California's history and cultural heritage.

- *Criterion 2:* Is associated with the lives of persons important to our past.

- *Criterion 3:* Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

- *Criterion 4:* Has yielded, or may be likely to yield, information important in prehistory or history.

AGE

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of the time needed to understand the historical

importance of a resource. The Office of Historic Preservation (OHP) recommends documenting, and taking into consideration in the planning process, any cultural resource that is 45 years or older.

PERIOD OF SIGNIFICANCE

The period of significance for a property is "the length of time when a property was associated with important events, activities, persons, or attained the characteristics which qualify it for National Register listing." The period of significance begins with the date of the earliest important land use or activity that is reflected by historic characteristics tangible today. The period closes with the date when events having historical importance ended. The period of significance for an archaeological property is "the broad span of time about which the site or district is likely to provide information." Archaeological properties may have more than one period of significance.

HISTORIC CONTEXT

The significance of cultural resources is generally evaluated using a historic context that groups information about related historical resources based on theme, geographic limits, and chronological period.

INTEGRITY

The California Register also requires a resource to possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Archaeologists use the term "integrity" to describe the level of preservation or quality of information contained within a district, site, or excavated assemblage. Integrity is relative to the specific significance that the resource conveys. Although it is possible to correlate the seven aspects of integrity with standard archaeological site characteristics, those aspects are often unclear for evaluating the ability of an archaeological resource to convey significance under Criterion 4. The integrity of archaeological resources is judged according to the site's ability to yield scientific and cultural information that can be used to address important research questions.

ELIGIBILITY

Resources that are significant, meet the age guidelines, and possess integrity are considered eligible for listing in the California Register.

Senate Bill 18

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It places requirements upon local governments for developments within or near traditional tribal cultural places (TTCPs). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans in the land planning process for the purpose of preserving traditional tribal cultural places. The *Final Tribal Guidelines* recommend the NAHC provide written information as soon as possible, but no later than, 30 days after receiving notice of the project to inform the lead agency if

the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration.

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.

2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.

3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.

4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.

7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.

8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.

9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

LOCAL LEVEL

City of Lancaster General Plan 2030

PLAN FOR ACTIVE LIVING

The Plan for Active Living in the General Plan identifies measure for the protection of historical, archaeological and cultural resources. The General Plan recognizes the importance of the unique history of the Antelope Valley and the City by promoting community involvement in the protection, preservation, and restoration of the area's significant cultural, historical, or architectural features. The following objective and policies are applicable to the project:

Objective 12.1: Identify and preserve and/or restore those features of cultural, historical, or architectural significance.

Policy 12.1.1: Preserve features and sites of significant historical and cultural value consistent with their intrinsic and scientific values.

Policy 19.3.4: Preserve and protect important areas of historic and cultural interest that serve as visible reminders of the City's social and architectural history.

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

SIGNIFICANCE GUIDELINES

Historical Resources

Impacts to a significant cultural resource that affect characteristics that would qualify it for the National Register or that adversely alter the significance of a resource listed in or eligible for listing in the California Register are considered a significant effect on the environment. These impacts could result from "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (*CEQA Guidelines* Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration "in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register" (*CEQA Guidelines* Section 15064.5[b][2][A]). CEQA states that when a project will cause damage to a historical resource, reasonable efforts must be made to preserve the resource in place or left in an undisturbed state. Mitigation measures are required to the extent that the resource could be

damaged or destroyed by a project. Projects that follow the Secretary of the Interior's *Standards for the Treatments of Historic Properties* are typically mitigated below the level of significance.

Archaeological Resources

A significant prehistoric archaeological impact would occur if grading and construction activities result in a substantial adverse change to archaeological resources determined to be "unique" or "historic." "Unique" resources are defined in Public Resources Code Section 21083.2; "historic" resources are defined in Public Resources Code Section 21084.1 and *CEQA Guidelines* Section 15126.4.

Public Resources Code Section 21083.2(g) states:

> *As used in this section, "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*
>
> 1. *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;*
> 2. *Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or*
> 3. *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

CEQA states that when a project would cause damage to a unique archaeological resource, reasonable efforts must be made to preserve the resource in place or leave it in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project.

Tribal Cultural Resources

AB 52 established a new category of resources in CEQA called tribal cultural resources. (Public Resources Code Section 21074.) "Tribal cultural resources" are either of the following:

> *(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*
>
> *(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.*
>
> *(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.*
>
> *(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying*

> *the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project. The Public Resources Code requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

Cultural Resources

- Cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);
- Disturb any human remains, including those interred outside of dedicated cemeteries (refer to Impact Statement CUL-2);

Tribal Cultural Resources

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (refer to Impact Statement CUL-2); or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe (refer to Impact Statement CUL-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.5.4 IMPACTS AND MITIGATION MEASURES

HISTORICAL AND ARCHEOLOGICAL RESOURCES

CUL-1 THE PROJECT COULD CAUSE SIGNIFICANT IMPACTS TO HISTORICAL/AND OR ARCHAEOLOGICAL RESOURCES.

Impact Analysis: The Cultural and Paleo Report identified 59 archaeological sites and six assessor parcels with documented historic-aged buildings located within the project site; a complete list of these resources and sites is included in Table 8, *Archeological Resources Within the Project Site*, and Table 9, *Assessor Parcels With Documented Historic-Aged Structures Within the Project Site*, of the Cultural Paleo Report. Below is a summary of the findings and recommendations.

ANNEXATION ANALYSIS

Based on Cultural and Paleo Report, the previously identified archaeological sites and assessor parcels located within the annexation area that have not been evaluated for inclusion in the National Register or California Register are presented in Table 5.5-1, *Potential Annexation Area Cultural Resources*. All other previously identified archaeological resources and assessor parcels located within the annexation area were evaluated for inclusion in the National Register or California Register and were recommended ineligible.

Table 5.5-1
Potential Annexation Area Cultural Resources

Resource Number	Description
Archeological Sites	
P-19-001925/CA-LAN-001925H	Homesite ruin, possible duck hunting club, including dike and pond system
P-19-002086/CA-LAN-002086H	Highway culvert/bridge
P-19-002289/CA-LAN-002289	Lithic scatters and fire affected rock
P-19-004692	Refuse deposit
P-19-100557	Isolated lithic
P-19-101396	Fence
Assessor Parcels	
3145-009-015	721 Avenue E; PV park; Constructed 1958
3117-007-001	2200 Avenue E; Single-family residence; Constructed 1954
3116-015-002	48303 20th Street West; Mobile home park; Construct 1975
Source: Refer to Appendix 11.3.	

Future development projects within the annexation area would be required to undergo project-level environmental review under CEQA on a case-by-case basis and comply with existing applicable State and local laws related to cultural resources. Additionally, any development projects that have the potential to impact the resources listed in Table 5.5-1 would be required to evaluate those resources for inclusion in the California Register and/or National Register.

Based on the annexation area's sensitivity for historic archaeological resources, a Phase I Cultural Resources Study would be required for each future project that is subject to CEQA review to identify potential unknown resources that may be impacted by project implementation within areas not previously subjected to pedestrian surveys (Mitigation Measure CUL-1). Additionally, prior to ground-disturbing activities, all future development projects that are subject to CEQA review would be required to implement Mitigation Measure CUL-2, which includes preparation of an Archaeological Resources Monitoring and Discovery Plan (ARMDP). Following implementation of Mitigation Measures CUL-1 and CUL-2, and in the event that no archaeological material is uncovered during construction, impacts to cultural resources would be less than significant. If archaeological material is uncovered in the course of ground-disturbing activities, work shall be temporarily halted in the vicinity of the find (within a 60-foot buffer) and the project proponent shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology to evaluate the significance of the find and recommend appropriate treatment for the resource (Mitigation Measure CUL-3). Thus, in the event that archaeological material is uncovered during construction, implementation of Mitigation Measure CUL-3 would ensure impacts to cultural resources remain less than significant.

SPECIFIC PLAN ANALYSIS

The Cultural and Paleo Report included an intensive analysis of Planning Areas 2, 4, 6, 7, and 8 within the Specific Plan area. Overall, 35 historic sites, 11 prehistoric sites, and 1 multicomponent site were identified within these Planning Areas. Of these, 43 resources were evaluated and recommended not eligible for inclusion in the California Register; refer to Cultural and Paleo Report Table 8, *Archaeological Resources Within The Project Site*. An evaluation of the four remaining resources is presented below.

AVLC3-P-001 (Planning Area 7)

This prehistoric resource consists of a chipped and ground stone lithic, shell, and faunal bone scatter covering an area measuring approximately 34 meters (north to south) by 21 meters (east to west). Artifacts observed included one granite ground stone fragment, one white cryptocrystalline silicate (CCS) biface fragment, greater than 90 lithic flakes and shatters (including seven quartzite tertiary shatters, seven CCS tertiary flakes, 34 CCS tertiary shatters, greater than 40 rhyolitic tertiary flakes), six marine shell fragments, and five faunal bone fragments.

This site is located on an undeveloped parcel, with no known historical associations. Research has not revealed any significant events in national, state, regional, or local history associated with the site. Therefore, the site does not appear to be eligible for inclusion in the California Register under Criterion 1.

This ephemeral lithic reduction site, which appears to be the result of opportunistic tool maintenance, cannot be associated with any specific individual or group. Therefore, the site is recommended ineligible under California Register Criterion 2.

The lithic scatter does not embody the distinctive characteristics of a type, period, region, or method of construction, nor does it represent the work of a master or possess high artistic values. Thus, the resource is recommended ineligible under California Register Criterion 3.

The resource consists of a varied deposit of shell, faunal bone, and lithics. The site is located in an area of ephemeral dune hummocks atop well-developed hard pans resulting from water and wind erosion. The area is a floodplain that is frequently inundated, and these loose surface soils are frequently moved by wind and water. There is little deposition atop the alkaline hard pan on which the artifacts sit. Archaeological testing of nearby site CA-LAN-2083 found that because of their recent deposition, these hummocks are unlikely to contain significant archaeological deposits, and the archaeological deposits do not extend into the hard pan. However, the artifact density and the relative complexity of this resource, which includes shell, bone, and lithics, indicate data potential that should be further explored to determine its significance. This resource has not been demonstrated to yield significant information to the prehistory of the community, but further investigations may yield information important to the prehistory or history of the community, state, or nation. Further work is recommended to determine whether this resource is eligible for inclusion in the California Register under Criterion 4.

AVLC3-P-005 (Planning Area 8)

This prehistoric resource consists of a chipped and ground stone lithic scatter covering an area measuring approximately 12 meters (north to south) by 20.5 meters (east to west). Artifacts observed included 60 lithic artifacts consisting of rhyolite flakes and shatter; fire affected rocks and fragments; and one granitic ground stone fragment.

This site is located on an undeveloped parcel, with no known historical associations. Research has not revealed any significant events in national, state, regional, or local history associated with the site. The site does not appear to be eligible for inclusion in the California Register under Criterion 1.

This ephemeral lithic reduction site, which appears to be the result of opportunistic tool maintenance, cannot be associated with any specific individual or group. Therefore, the site is recommended ineligible under California Register Criterion 2.

The lithic scatter does not embody the distinctive characteristics of a type, period, region, or method of construction, nor does it represent the work of a master or possess high artistic values. Thus, the resource is recommended ineligible under California Register Criterion 3.

The resource consists of chipped and ground stone lithics. The site is located in an area of ephemeral dune hummocks atop well-developed hard pans resulting from water and wind erosion. The area is a floodplain that is frequently inundated, and these loose surface soils are frequently moved by wind and water. There is little deposition atop the alkaline hard pan on which the artifacts sit. Archaeological testing of nearby site CA-LAN-2083 found that because of their recent deposition, these hummocks

are unlikely to contain significant archaeological deposits, and the archaeological deposits do not extend into the hard pan. However, the artifact density and the relative complexity of this resource, which includes chipped lithics, ground stone, and fire affected rocks, indicate data potential that should be further explored to determine its significance. This resource has not been demonstrated to yield significant information to the prehistory of the community, but further investigations may yield information important to the prehistory or history of the community, state, or nation. Further work is recommended to determine whether this resource is eligible for inclusion in the California Register under Criterion 4.

AVLC3-P-009 (Planning Area 8)

This prehistoric resource consists of a chipped and ground stone lithic scatter and fire affected rock. One obsidian flake was observed alongside more common rhyolite and chert chipped stone. Two artifact clusters, documented as loci, were observed.

This site is located on an undeveloped parcel, with no known historical associations. Research has not revealed any significant events in national, state, regional, or local history associated with the site. The site does not appear to be eligible for inclusion in the California Register under Criterion 1.

This ephemeral lithic reduction site, which appears to be the result of opportunistic tool maintenance, cannot be associated with any specific individual or group. Therefore, the site is recommended ineligible under California Register Criterion 2.

The lithic scatter does not embody the distinctive characteristics of a type, period, region, or method of construction, nor does it represent the work of a master or possess high artistic values. Thus, the resource is recommended ineligible under California Register Criterion 3.

The resource consists of a varied deposit of shell, faunal bone, and lithics. The site is located in an area of ephemeral dune hummocks atop well-developed hard pans resulting from water and wind erosion. The area is a floodplain that is frequently inundated, and these loose surface soils are frequently moved by wind and water. There is little deposition atop the alkaline hard pan on which the artifacts sit. Archaeological testing of nearby site CA-LAN-2083 found that because of their recent deposition, these hummocks are unlikely to contain significant archaeological deposits, and the archaeological deposits do not extend into the hard pan. However, the artifact density and the relative complexity of this resource, which includes chipped stone including obsidian, ground stone, and fire affected rock distributed over two loci which may be discrete activity areas, indicate data potential that should be further explored to determine its significance. This resource has not been demonstrated to yield significant information to the prehistory of the community, but further investigations may yield information important to the prehistory or history of the community, state, or nation. Further work is recommended to determine whether this resource is eligible for inclusion in the California Register under Criterion 4.

AVLC3-P-010 (Planning Area 8)

This prehistoric resource consists of a chipped stone lithic scatter with one ground stone fragment and small amounts of fire affected rock. Artifacts observed included one obsidian flake and more than 200 tertiary flakes and 200 tertiary shatters of CCS, rhyolite, and quartzite.

One cluster, documented as a locus, was observed. Locus 1 consists of a concentration of quartzite, rhyolite, and CCS chipped stone. Included in this locus are greater than 200 tertiary flakes and greater than 175 tertiary shatters scattered over an area measuring approximately 15 meters by 35 meters.

This site is located on an undeveloped parcel, with no known historical associations. Research has not revealed any significant events in national, state, regional, or local history associated with the site. The site does not appear to be eligible for inclusion in the California Register under Criterion 1.

This ephemeral lithic reduction site, which appears to be the result of opportunistic tool maintenance, cannot be associated with any specific individual or group. Therefore, the site is recommended ineligible under California Register Criterion 2.

The lithic scatter does not embody the distinctive characteristics of a type, period, region, or method of construction, nor does it represent the work of a master or possess high artistic values. Thus, the resource is recommended ineligible under Criterion 3.

The resource consists of a varied deposit of shell, faunal bone, and lithics. The site is located in an area of ephemeral dune hummocks atop well-developed hard pans resulting from water and wind erosion. The area is a floodplain that is frequently inundated, and these loose surface soils are frequently moved by wind and water. There is little deposition atop the alkaline hard pan on which the artifacts sit. Archaeological testing of nearby site CA-LAN-2083 found that because of their recent deposition, these hummocks are unlikely to contain significant archaeological deposits, and the archaeological deposits do not extend into the hard pan. However, the artifact density and the relative complexity of this resource, which includes chipped stone including obsidian, ground stone, and fire affected rock, including one concentration which may be a discrete activity area, indicate data potential that should be further explored to determine its significance. This resource has not been demonstrated to yield significant information to the prehistory of the community, but further investigations may yield information important to the prehistory or history of the community, state, or nation. Further work is recommended to determine whether this resource is eligible for inclusion in the California Register under Criterion 4.

Conclusion

As detailed above, ground-disturbing activities in Planning Areas 7 and 8 of the Specific Plan area have the potential to impact resources AVLC3-P-001, AVLC3-P-005, AVLC3-P-009, and AVLC3-P-010, all of which have yet to be confirmed for eligibility in the California Register. Therefore, prior to project ground-disturbing activities specifically within Planning Areas 7 and 8, Mitigation Measure CUL-4 would be implemented, which would require preparation of a Phase II archaeological testing plan in consultation with interested Native American tribes in order to determine whether the resource is eligible for inclusion in the California Register. If it is determined that the resource is eligible for

inclusion in the California Register, then a Phase III data recovery plan shall be devised and implemented in consultation with interested Native American tribes (Mitigation Measure CUL-5). Following implementation of Mitigation Measures CUL-4 and CUL-5, impacts to resources AVLC3-P-001, AVLC3-P-005, AVLC3-P-009, and AVLC3-P-010 would be reduced to less than significant levels.

Additionally, there are previously identified archaeological resources and assessor parcels located within other portions of the Specific Plan area that have not been evaluated for inclusion in the National Register or California Register, and are presented in Table 5.5-2, *Potential Specific Plan Area Cultural Resources*.

Table 5.5-2
Potential Specific Plan Area Cultural Resources

Resource Number	Description	Location
Archeological Sites		
P-19-002085/CA-LAN-002085H	Oban USGS datum monuments	Planning Area 3
P-19-100015	Isolated lithic	Planning Area 3
P-19-100016	Isolated lithic	Planning Area 3
Assessor Parcels		
3116-019-003	1815 Avenue F; Single-family residence; Constructed 1922	Planning Area 5
Source: Refer to Appendix 11.3.		

Any future development projects that have the potential to impact the resources listed in Table 5.5-2 would be required to evaluate those resources for inclusion in the California Register and/or National Register.

Further, similar to the annexation area, development in Planning Areas 1, 3, and 5 (where previous cultural intensive surveys have not been conducted) would require preparation of a Phase I cultural resources study prepared by a qualified archaeologist and/or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for archaeology, architectural history, and/or history (Mitigation Measure CUL-1). Additionally, prior to ground-disturbing activities, all future development projects within the Specific Plan area would be required to implement Mitigation Measure CUL-2, which includes preparation of an ARMDP. If archaeological material is uncovered in the course of ground-disturbing activities, work shall be temporarily halted in the vicinity of the find (within a 60-foot buffer) and the project proponent shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology to evaluate the significance of the find and recommend appropriate treatment for the resource (Mitigation Measure CUL-3).

In conclusion, following implementation of Mitigation Measures CUL-1 through CUL-5, impacts to cultural resources would be less than significant.

Mitigation Measures:

ANNEXATION AREA

CUL-1 Future projects planned within areas of the project site that have not yet been subjected to a cultural resources study (including Planning Areas 1, 3, and 5 of the Specific Plan area, and those parts of the annexation area that lay outside the Specific Plan area) and subject to California Environmental Quality Act (CEQA) review (meaning, subject to discretionary action and non-exempt under CEQA), shall require preparation of a Phase I cultural resources study prepared by a qualified archaeologist and/or architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for archaeology, architectural history, and/or history, and prepared in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI). At least one Secretary of Interior Standards-qualified archaeologist with a minimum of three years of regional experience in archaeology and at least one Tribal representative retained by the project applicant and procured by the FTBMI shall be on-site to conduct the survey. The study shall include an identification effort including, at minimum, a South Central Coastal Information System records search, literature review, field survey with a FTBMI Tribal Monitor, interested parties consultation, and buried site sensitivity analysis. Any findings during surveying shall be properly recorded on-site and reburied within the original find location (no collection shall be permitted). A testing report shall be completed, to include recordation documents (if any finds occur), and be provided to the City of Lancaster Community Development Department for dissemination to the FTBMI. The City shall, in good faith, consult with the FTBMI concerning the results of the survey and, if positive, discuss appropriate mitigation for the proposed project. Any cultural resource greater than 45 years of age that may be impacted by the project shall be evaluated for their eligibility for inclusion in the California Register of Historical Resources and/or National Register of Historic Places. Additional mitigation measures may be developed depending on the results of that study.

CUL-2 Prior to ground-disturbing activities associated with future projects within the annexation area and subject to California Environmental Quality Act (CEQA) review (meaning, subject to discretionary action and non-exempt under CEQA), an Archaeological Resources Monitoring and Discovery Plan (ARMDP) shall be prepared for any projects with the potential to impact either known or unknown resources. The ARMDP shall clearly specify the steps to be taken to mitigate impacts to archaeological resources. The ARMDP shall specify monitoring methods, personnel, and procedures to be followed in the event of a discovery. The monitoring plan shall at minimum include an introduction; project description; statement of archaeological sensitivity and rationale for the monitoring program; archaeological context and research design; statement of methods and identification of what activities require monitoring; description of monitoring procedures; outline the protocol to be followed in the event of a find; and terms of the final disposition of any non-funerary artifacts. Criteria shall be outlined, and triggers identified when further consultation is required for the evaluation and treatment of a find. Additionally, criteria for reducing or eliminating monitoring may be included. Key staff, including Native

American representatives and other consulting parties, shall be identified, and the process of notification and consultation shall be specified within the ARMDP. A curation plan shall also be outlined within the ARMDP.

CUL-3 If archaeological material is uncovered in the course of ground-disturbing activities, work shall be temporarily halted in the vicinity of the find (within a 60-foot buffer) and the project proponent shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology to evaluate the significance of the find and recommend appropriate treatment for the resource in accordance with California Public Resources Code Section 21083.2(i) and the provisions of the California Environmental Quality Act (CEQA). The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following shall apply:

- If the qualified archaeologist determines the find does not represent a cultural resource, work may resume, and no agency notifications are required. A record of the archaeologist's determination shall be made in writing to the City.

- If the qualified archaeologist determines that the find does represent a cultural resource and is considered potentially eligible for listing on the California Register, and avoidance is not feasible, then the City shall be notified and a qualified archaeologist shall prepare and implement appropriate treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that would be damaged or destroyed by the project. Work cannot resume within the no-work radius until the lead agency (the City), through consultation as appropriate, determines that the find is either not eligible for the California Register, or that appropriate treatment measures have been completed to the satisfaction of the City.

- Additionally, if the resource is prehistoric or historic-era and of Native American origin, as determined by a qualified professional archaeologist, then those Native American tribes that have requested consultation on the project pursuant to California Public Resources Code Section 21080.3.1 shall be notified of the find, and shall consult on the eligibility of the resource and the appropriate treatment measures.

SPECIFIC PLAN AREA

Mitigation Measures CUL-1 through CUL-3 are also applicable to the Specific Plan area.

CUL-4 Prior to project ground-disturbing activities in Planning Areas 7 and 8 of the Specific Plan area, which have the potential to impact resources AVLC3-P-001, AVLC3-P-005, AVLC3-P-009, and AVLC3-P-010, a Phase II archaeological testing plan shall be devised and implemented in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI) and any other interested Native American tribes in order to determine whether

the resource is eligible for inclusion in the California Register of Historical Resources (California Register). All work shall be conducted under the direction of a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). At least one Secretary of Interior Standards-qualified archaeologist with a minimum of three years of regional experience in archaeology and at least one Tribal representative retained by the project applicant and procured by the FTBMI shall be on-site to conduct testing. Any findings during testing shall be properly recorded on-site and reburied within the original find location (no collection shall be permitted). A testing report shall be completed, to include recordation documents (if any finds occur), and be provided to the City of Lancaster Community Development Department for dissemination to the FTBMI.

CUL-5 If Phase II archaeological testing per Mitigation Measure CUL-4 indicates that resources AVLC3-P-001, AVLC3-P-005, AVLC3-P-009, and/or AVLC3-P-010 are eligible for inclusion in the California Register of Historical Resources (California Register), then a Phase III data recovery plan shall be devised and implemented in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI) and other interested Native American tribes. All work shall be conducted under the direction of a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). At least one Secretary of Interior Standards-qualified archaeologist with a minimum of three years of regional experience in archaeology and at least one Tribal representative retained by the project applicant and procured by the FTBMI shall be on-site to conduct testing. Any findings during testing shall be properly recorded on-site and reburied within the original find location (no collection shall be permitted). A testing report shall be completed, to include recordation documents (if any finds occur), and be provided to the City of Lancaster Community Development Department for dissemination to the FTBMI. The City shall, in good faith, consult with the FTBMI concerning the results of the testing plan and, if positive, discuss appropriate mitigation for the proposed project, such as in-field treatment.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

TRIBAL CULTURAL RESOURCES

CUL-2 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO TRIBAL CULTURAL RESOURCES.

Impact Analysis: The project site is located within territory claimed by the Serrano Native American tribe and the FTBMI. FTBMI responded to the City's notification letter on December 4, 2024 requesting consultation. A consultation meeting was held on December 10, 2024 between the City and FTBMI. Following the consultation meeting, FTBMI requested specific cultural and tribal cultural resources mitigation measures be included in the environmental documentation.

ANNEXATION ANALYSIS

Future development within the annexation area would be required to undergo project-specific environmental review under CEQA and the City's discretionary review process to determine potential impacts to tribal cultural resources, which may include consultation with Native American tribes pursuant to AB 52. Prior to any ground-disturbing activities, future development projects would be required to complete a Phase I Cultural Resources Study, including a pedestrian survey with a FTBMI Tribal monitor. (Mitigation Measure CUL-1). If subsequent mitigation is required, consultation with the FTBMI would be required per Mitigation Measure CUL-6 before further ground-disturbing activities could proceed.

While it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during construction, prior to any ground-disturbing activities in the annexation area, Mitigation Measure CUL-7 would be required to implement a Treatment and Disposition Plan (TDP) in consultation with the FTBMI regarding the process for in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources. Further, if, during ground-disturbing activities, human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains.

Upon adherence to existing laws and implementation of Mitigation Measures CUL-1, CUL-6, and CUL-7, potential impacts to tribal cultural resources would be less than significant.

SPECIFIC PLAN ANALYSIS

Prior to any ground-disturbing activities in Planning Areas 1, 3, and 5, future development projects would be required to complete a Phase I Cultural Resources Study, including a pedestrian survey with a FTBMI Tribal monitor (Mitigation Measure CUL-1). Given the cultural sensitivity of the areas, proposed development within Planning Areas 7 and 8 of the NLISP would be required to complete a Phase II archaeological testing plan in consultation with the FTBMI per Mitigation Measure CUL-4. If subsequent mitigation is required, consultation with the FTBMI would be required per Mitigation Measures CUL-5 and CUL-6 before further ground-disturbing activities could proceed.

Additionally, prior to any ground-disturbing activities in Planning Areas 1, 3, 5, 7, and 8, Mitigation Measure CUL-7 would be required to implement a TDP in consultation with the FTBMI regarding the process for in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources.

Further, if, during ground-disturbing activities, human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains.

Upon adherence to existing laws and implementation of Mitigation Measures CUL-1 and CUL-4 through CUL-7, potential impacts to tribal cultural resources and human remains would be less than significant.

Mitigation Measures:

ANNEXATION AREA

Refer to Mitigation Measure CUL-1 and:

CUL-6 Following implementation of Mitigation Measures CUL-1 through CUL-5, and prior to any further ground-disturbing activities within the annexation area and/or within the Specific Plan area, the City of Lancaster Community Development Department shall consult with the Fernandeño Tataviam Band of Mission Indians (FTBMI) to establish project-specific mitigation measures based on the results of the completed surveys/testing. Project applicants shall adhere to the follow-up mitigation measures set forth by the FTBMI in consultation with the City.

CUL-7 Prior to the approval and commencement of any and all ground-disturbing activities in the annexation area as well as NLISP Planning Areas 1, 3, 5, 7, and 8, including any archaeological testing, a Treatment and Disposition Plan (TDP) shall be established, in consultation with the Fernandeño Tataviam Band of Mission Indians (FTBMI). The TDP shall provide details regarding the process for in-field treatment of inadvertent discoveries and the disposition of inadvertently discovered non-funerary resources. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.

SPECIFIC PLAN AREA

Mitigation Measures CUL-1and CUL-4 through CUL-7 are also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.5.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-1, *Cumulative Projects List*.

HISTORICAL AND ARCHEOLOGICAL RESOURCES

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH OTHER CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO HISTORICAL AND ARCHAEOLOGICAL RESOURCES.**

Impact Analysis:

ANNEXATION AREA AND SPECIFIC PLAN AREA

Cumulative projects developed in the vicinity of the project site have the potential to result in cumulatively considerable impacts to historical and archaeological resources. However, impacts to cultural resources are generally site-specific. Similar to the proposed project, related cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts based on project-specific ground-disturbing activities.

As summarized above, 59 archaeological resources and six assessor parcels with documented historic-aged buildings located within the project site. Of those, six resources and 3 assessor parcels have not been evaluated for eligibility for listing in the California Register, and four resources are recommended for further testing in order to determine eligibility for listing in the California Register. However, upon applicable mitigation measures, the project would result in less than significant impacts and thus, would not contribute to a cumulatively considerable impact. Cumulative impacts would be less than significant.

Mitigation Measures:

ANNEXATION PLAN AREA

Refer to Mitigation Measures CUL-1 through CUL-5.

SPECIFIC PLAN AREA

Mitigation Measures CUL-1 through CUL-3 are also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

TRIBAL CULTURAL RESOURCES

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH OTHER CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO A TRIBAL CULTURAL RESOURCE.**

Impact Analysis:

ANNEXATION AREA AND SPECIFIC PLAN AREA

Similar to the proposed project, all cumulative development projects would require separate environmental review under CEQA, which may include consultation with Native American tribes pursuant to AB 52 and/or SB 18.

Project implementation would be required to comply with applicable mitigation measures to reduce potential adverse impacts to previously undiscovered tribal cultural resources. Thus, the project would not contribute to a cumulatively considerable impact. Cumulative impacts would be less than significant.

Mitigation Measures:

ANNEXATION PLAN AREA

Refer to Mitigation Measure CUL-1, CUL-6, and CUL-7.

SPECIFIC PLAN AREA

Mitigation Measures CUL-1and CUL-4 through CUL-7 are also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to tribal or cultural resources have been identified.

5.6 GEOLOGY AND SOILS

This section describes the geologic and seismic conditions within the project area and evaluates the potential for geologic impacts associated with implementation of the proposed project. This section is primarily based on the following technical studies, which are collectively referred to as the Geotechnical Reports, and compiled in Appendix 11.4, *Geotechnical Reports*:

- *Feasibility-Level Geotechnical Investigation, AVLC Phase 3 and Phase 4, Southwest Corner of W Avenue F and Sierra Highway, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated January 12, 2023;
- *Preliminary Geotechnical Engineering Report, NAVLC 115 Site Antelope Valley, Los Angeles County, California*, prepared by Terracon Consultants, Inc., dated February 9, 2023;
- *Feasibility-Level Geotechnical Investigation North Antelope Valley Logistics Center Southwest Corner of Sierra Highway and West Avenue D, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated October 28, 2024; and
- *Feasibility-Level Geotechnical Investigation Antelope LAC 234, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated March 6, 2023.

This section is also partially based upon the *Cultural and Paleontological Resources Assessment, Lancaster Westside Annexation and Specific Plan Project, Lancaster, Los Angeles County, California* (Cultural and Paleo Report), prepared by Michael Baker International and dated November 2024; refer to Appendix 11.3, *Cultural and Paleontological Resources Assessment*.

5.6.1 EXISTING SETTING

GEOTECHNICAL CONDITIONS

Regional Geology

The project area is located in the Antelope Valley, which is within the western Mojave Desert. The Mojave Desert is a wedge-shaped block bounded by the San Andreas Fault Zone on the southwest, the Garlock Fault Zone on the northwest, and the Colorado River on the east. Uplifts of the San Gabriel and Tehachapi Mountains isolated the Mojave Desert from the Pacific Coast and created the interior drainage basins of the western Mojave Desert, such as the Antelope Valley. The Antelope Valley is surrounded by the Tehachapi Mountain range in the north and northwest, and the San Gabriel, Sierra Pelona, and Liebre Mountains to the south and southwest. Geologically, the Antelope Valley is part of the Mojave structural block, which is an elevated desert. The topography of the City generally slopes up to the southwest, with elevations ranging from approximately 2,300 feet in the northeast to 3,500 feet in the southwest. The overall topography of the City is somewhat flat. Major topographic features include Quartz Hill located in the southern portion of the City, and the Fairmont and Antelope Buttes located outside of the City limits west of 110th Street West.

The geology of the region consists of three main rock groups: crystalline rocks of Pre-Tertiary age; volcanic and sedimentary rocks of Tertiary age; and alluvial sedimentary rocks of Quaternary age. The first of the two groups consist of older, hard, consolidated materials from the surrounding mountains and rocky buttes that rise from the valley floor. The Antelope Valley soils profile consists of up to 4,000 feet of alluvial fill underlain by consolidated rocks. The bottom of the rock formations, known as the basement, includes the oldest formation and consists of quartz, monzonite, granite, gneiss, schist and other igneous and metamorphic rocks. The rocks overlying the basement primarily consist of shale, sandstone, conglomerate, and siltstone.

Local Geology

The City lies within a seismically active area referred to as the Mojave Desert Geomorphic Province of Southern California and is located at the western edge of a moving plate in the earth's crust. Defining the boundary of this area is the San Andreas Fault, where the Pacific Plate and the North American Plate meet.

Similar to the regional geology, the City's geology consists of the same three main rock groups: crystalline rocks of Pre-Tertiary age; volcanic and sedimentary rocks of Tertiary age; and alluvial sedimentary deposits of Tertiary and Quaternary age. Some of these rock types include schists, quartz monzonite, and local volcanic formations. The third group comprises younger, unconsolidated alluvial (stream-deposited) materials formed in the wash areas of the lower foothills and stream beds that comprise much of the valley flow, in some locations to depths in excess of 2,000 feet. Consolidated rocks equivalent to Tertiary and older materials underlie this alluvium.

According to Figure 2-1, *Geologic Map*, of the General Plan MEA, the annexation area is underlain by alluvium, lake, playa, and terrace deposits. Based on the Geotechnical Reports prepared for Planning Areas 2, 4, and 6 through 8, the project area consists of modern alluvium, modern alluvial fan deposits, and younger playa deposits that are Holocene to late Pleistocene in age.

SOILS

Most of the Mojave Desert region is a high basin that includes remnants of older earth materials that occur as scattered buttes. The alluvial fans and terrace region in the western and southwestern parts of Antelope Valley is made up of deposited stream materials. The upland region consists of foothills, mountains, ridges, fault scarps, and associated valley floors of the nearby San Gabriel Mountains. Generally, the soils within the Lancaster area have resulted from the uplift of the San Gabriel Mountains and their subsequent erosion. The alluvial deposits found within the foothill region consist of coarse-grained sediment intermingled with organic matter with depositions of finer-grained silts and clays in areas further from the mountains.

According to Figure 2-2, *Soil Associations*, of the General Plan MEA, soils in the annexation area are of the Pond-Tray-Oban association, contain slight to moderate amounts of soluble salts and alkali, and are characterized by poor topsoil, slow permeability, high water-holding capacity for irrigation, and low to high shrink-swell potential. Based on the Geotechnical Reports prepared for Planning Areas 2, 4, and 6 through 8, subsurface materials observed in borings included alluvium/native soils.

The alluvium/native soils are characterized as interbedded layers of clayey to silty sand, poorly graded to well graded sand with varying amounts of silt, and lean clays with varying amounts of sand. Generally, the apparent density of the subsurface soils is stiff-to-hard for fine-grained soils and loose-to-very dense for coarse-grained soils.

GROUNDWATER

The Antelope Valley Groundwater Basin underlies the City. The Antelope Valley Groundwater Basin stores subsurface water that is extracted by the wells of various agencies as a source of supply. Elevations across the valley floor range from 2,300 to 3,500 feet above mean sea level. Bounding the basin are the Garlock Fault Zone to the northwest at the base of the Tehachapi Mountains. The Antelope Valley Groundwater Basin consists of the West Antelope, Neenach, Buttes, Finger Buttes, Lancaster, Pearland, and North Muroc sub-basins (aquifers). This basin has been adjudicated; more information can be found in Section 5.7, *Hydrology and Water Quality*, and Section 5.11, *Utilities and Service Systems*.

SEISMIC HAZARDS

Potential seismic hazards involve primary hazards (i.e., surface fault rupture and seismicity/ground shaking) and secondary hazards including liquefaction, seismically induced settlement, lateral spreading, seismically induced landslides, seismically induced flooding, seiches, and tsunamis. Refer to Section 5.7, *Hydrology and Water Quality*, for an analysis concerning potential impacts involving flooding, seiches, and tsunamis. The primary and secondary seismic hazards with potential to impact the project area are discussed below.

Faulting and Seismicity

There are no active fault zones within the project area. The nearest active fault is the San Andreas Fault, located approximately 10 miles to the south of the project site's southern border. Additional principal faults that could produce damaging earthquakes in the regional area are the Sierra Madre-San Fernando, Garlock, Sierra Nevada (Owens Valley), and White Wolf Faults.

Surface Fault Rupture

Surface fault rupture is the offset or rupturing of the ground surface by relative displacement across a fault during an earthquake. The project site is not transected by known active or potentially active faults. As discussed above, the active San Andreas fault zone is located approximately 10 miles to the south of the project site's southern border. Therefore, the potential for surface rupture is considered low. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible.

Seismic Ground Shaking

Earthquake events from one of the regional active or potentially active faults near the project site could result in strong ground shaking. The intensity of ground shaking at a given location depends on

many factors, including the magnitude of the earthquake, distance from the earthquake epicenter, and underlying soil conditions. The type of construction also affects how particular structures and improvements perform during seismic ground shaking events. In general, the larger the magnitude of an earthquake and the closer a site is to the epicenter of the event, the greater the effects. However, soil conditions can also amplify earthquake shock waves. Generally, the shock waves remain unchanged in bedrock, are amplified to a degree in thick alluvium, and are greatly amplified in thin alluvium. While the San Andreas Fault is located 10 miles south of the project site's southern border, due to subsurface conditions, if a major earthquake were to occur, extensive damage could result.

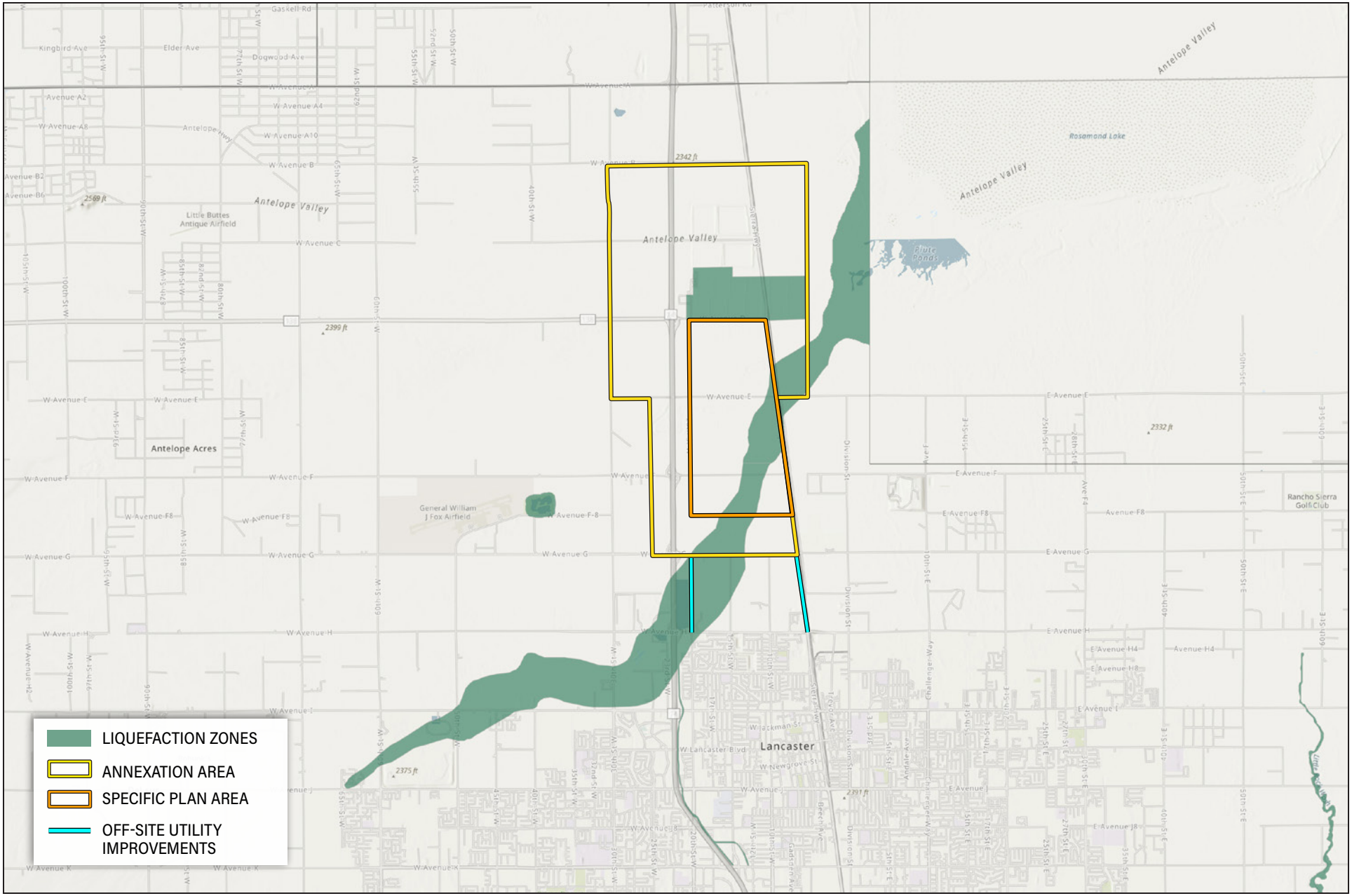
Secondary Seismic Hazards

Liquefaction

Liquefaction is the phenomenon in which loosely deposited granular soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generation when subjected to strong earthquake-induced ground shaking. Ground shaking of sufficient duration results in the loss of grain-to-grain contact due to a rapid rise in pore water pressure causing the soil to behave as a fluid for a short period of time. The greatest danger from liquefaction occurs in areas where the groundwater table is within 30 feet below ground surface (bgs), and the soil is poorly consolidated or relatively uncompacted. This condition is characterized by the sudden loss of shearing resistance due to ground shaking combined with an increase in pore water pressure. Subsequently, this often results in the collapse or displacement of building foundations.

According to the California Geological Survey, a potential liquefaction zone generally transects the project site in a northeast to southwest direction; refer to Exhibit 5.6-1, *Liquefaction Zones*.[1] As depicted in Exhibit 5.6-1, the liquefaction zone would potentially impact portions of the annexation area as well as NLISP Planning Areas 3 and 5. Additionally, based on the Geotechnical Reports, Planning Areas 2, 6, 7, and 8 are within mapped liquefaction potential zones. According to the Geotechnical Reports, while borings drilled to a maximum depth of approximately 51.5 feet bgs did not encounter groundwater in Planning Areas 2, 4, or 6 through 8, and although groundwater within the project site has historically been measured at approximately 55 feet bgs, site borings drilled in Planning Area 4 encountered water seepage at approximately 28 feet bgs. As such, liquefaction hazards may occur on-site.

[1] California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed September 12, 2024.



Source: Department of Conservation, California Geological Survey 2025

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Liquefaction Zones

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

Exhibit 5.6-1

Landslides

Landslides, slope failures, and mudflows of earth materials generally occur where slopes are steep and/or the earth materials are too weak to support themselves. Earthquake-induced landslides may also occur due to seismic ground shaking. Based on the California Geological Survey, the project site does not have the potential for earthquake induced landslides.[2] The Geotechnical Reports further confirmed that, within the Specific Plan area, Planning Areas 2, 6, 7, and 8 are relatively flat and have a very low landslide hazard risk.

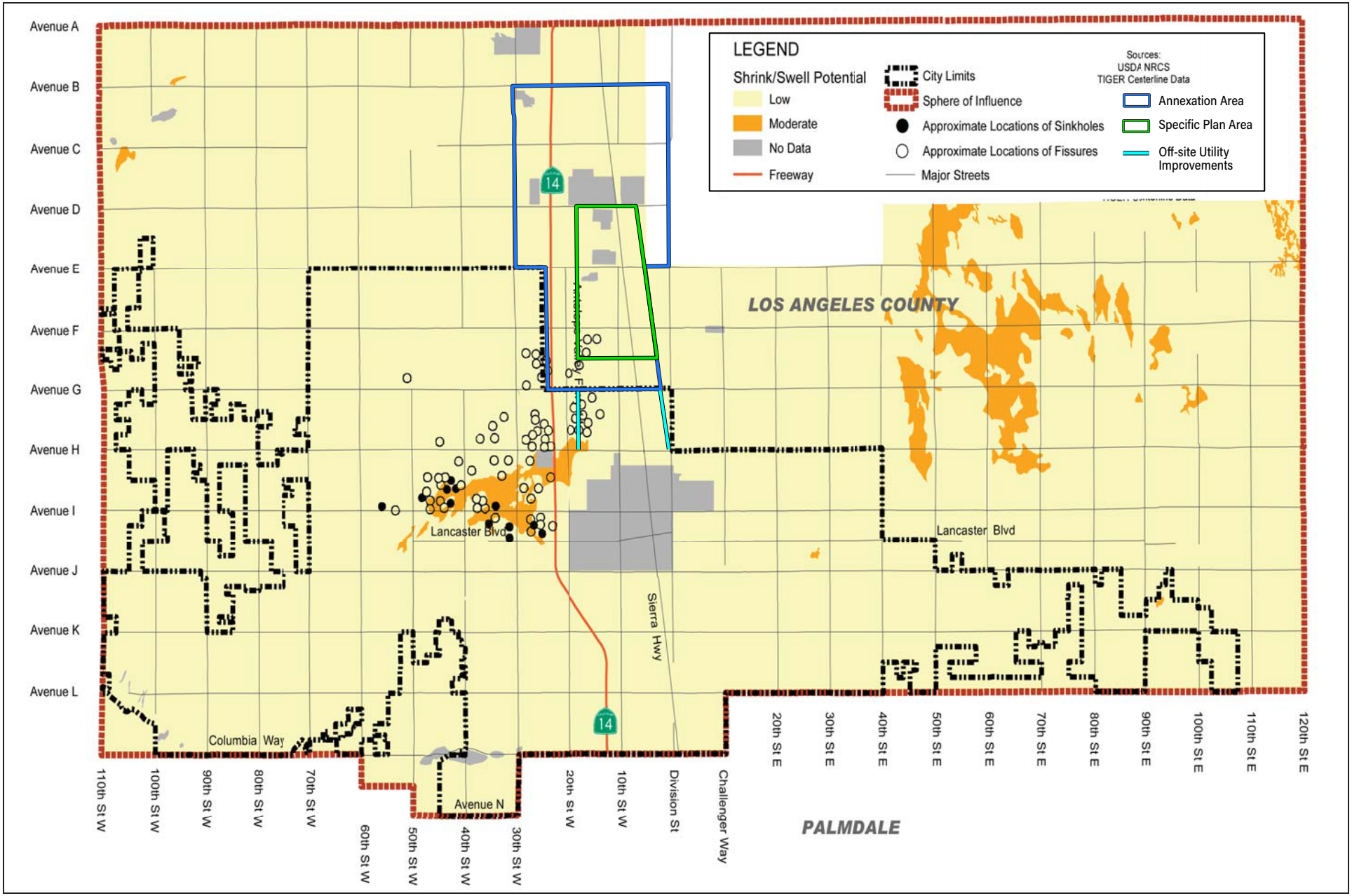
Soil Erosion

Erosion is a process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur on a project site where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. As discussed above, the project site has relatively flat topography and thus, would have minimal potential for soil erosion. However, grading and development associated with new development of vacant and undeveloped areas within the project site have the potential to result in soil erosion and loss of topsoil.

Subsidence

Subsidence is characterized as a sinking of the ground surface relative to surrounding areas and can generally occur where deep soil deposits are present. Subsidence in areas of deep soil deposits is typically associated with regional groundwater withdrawal or other fluid withdrawal from the ground such as oil and natural gas. Subsidence can result in the development of ground cracks and damage to subsurface vaults, pipelines, and other improvements. The U.S. Geological Survey (USGS) has been tracking subsidence in California since the early 20th century and has developed maps that illustrate areas of recorded subsidence across the state. Most of the subsidence has resulted from excessive groundwater pumping for municipal, industrial, and agricultural uses, although oil extraction is also a documented cause. As depicted in Exhibit 5.6-2, *Soil Stability Issues*, the southern portion of the annexation area and Specific Plan area include areas of known fissures, which present a subsidence hazard. A review of the USGS subsidence maps within the Geotechnical Reports show that Planning Areas 2, 7, and 8 are documented to be experiencing subsidence.

[2] California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed September 12, 2024.



Source: Michael Baker International 2025

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

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Soil Stability Issues

Exhibit 5.6-2

Compressible/Collapsible Soils

Compressible soils are generally comprised of soils that undergo consolidation when exposed to new loading, such as fill or foundation loads. Soil collapse is a phenomenon where the soil undergoes a significant decrease in volume upon increase in moisture content, with or without an increase in external loads. Buildings, structures, and transportation improvements may be subject to excessive settlement-related distress when compressible soils or collapsible soils are present. Areas that have a high potential for fissures are an example of areas with compressible soils. As described above, the southern portion of the annexation area and Specific Plan area include areas of known fissures, and as such contain compressible soils. According to the Geotechnical Reports, soil tested in Planning Areas 2, 4, 6, 7, and 8 resulted in generally low collapse potential.

Expansive Soils

Soils within the City are primarily characterized by soils of low shrink-swell potential (i.e., expansion), which do not represent a problem for typical construction activities; according to Exhibit 5.6-2, the annexation area and Specific Plan area have low shrink/swell potential. However, according to the Geotechnical Reports, soils throughout the project site range in expansion potential from very low in Planning Areas 2 and 6, low in Planning Area 4, to medium to high in Planning Areas 7 and 8. Highly expansive soils can cause substantial damage to building foundations, highways, and other surface structures. However, these effects can be minimized or eliminated (particularly in areas of moderate shrink-swell), provided that structures are engineered in accordance with existing building code requirements and given special design considerations.

WASTEWATER SYSTEMS

Wastewater within the City is collected by local sewer lines owned and maintained by the City, which connect to regional trunk sewer pipelines owned and maintained by the County of Los Angeles Sanitation District (LACSD). The City's wastewater is then conveyed to LACSD's Lancaster Wastewater Reclamation Plant for treatment. As shown on Figure 1, *City Sewer Map*, of the City's *Sewer System Management Plan Update* (SSMP) *Audit (May 2021 to May 2024)*, a segment of the City's local sewer pipeline connects to a 66-inch LACSD regional trunk sewer pipeline near the southern corner of the project site, which then transects the project site in a north-south direction (in 20th Street West) through the central portion of the site.[3]

However, existing uses within the project site are not currently connected to the on-site LACSD regional trunk sewer pipeline or the City's local sewer network. Rather, wastewater generated by existing uses within the project site are collected by underground, privately-owned septic tank systems.

PALEONTOLOGICAL RESOURCES

According to the Cultural and Paleo Report, a fossil locality records search from the Natural History Museum of Los Angeles County (NHMLAC) was conducted on September 22, 2024. The NHMLAC records search did not find any previously known localities within the project site. Four fossil localities

[3] City of Lancaster, *Sewer System Management Plan (SSMP) Audit (May 2021 to May 2024)*, October 31, 2024.

from similar sedimentary deposits as those found within the project site occurred within 17 miles of the project site; refer to Cultural and Paleo Report Table 1, *Previously Recorded Paleontological Resources from NHMLAC Records Search* (refer to Appendix 11.3).

The mapped rock formations within the project site consist of alluvium of Holocene to middle Pleistocene age and lacustrine deposits of Pleistocene age. The Holocene is a period that overlaps with archaeological concern, though Holocene deposits older than 5,000 years in age can possibly contain significant fossil resources. Sedimentary units of Pleistocene age can also possibly contain significant fossil resources. Per mitigation impact guidelines set forth by the Society of Vertebrate Paleontology and outlined in the Cultural and Paleo Report, due to the fossil sensitivity of the rock formations present within the project site, the project has a high potential to disturb paleontological resources within undisturbed bedrock.

5.6.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Clean Water Act

The primary goals of the Federal Clean Water Act (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for water quality management and control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (U.S. EPA) has delegated the administrative responsibility for portions of the CWA to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City lies within jurisdiction of the Lahontan RWQCB.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. CWA Section 402 prohibits discharge of pollutants to "Waters of the United States" from any point source unless the discharge complies with an NPDES Permit.

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If the soil is impacted, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided,

as far as practicable. In addition, CWA requirements provide guidance for protection of geologic and soil resources through the NPDES permit.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program which is coordinated through the Federal Emergency Management Agency (FEMA), the USGS, the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by Federal, State, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

U.S. Geological Survey Landslide Hazard Program

The USGS Landslide Hazard Program provides information on landslide hazards, including information on current landslides, landslide reporting, real time monitoring of landslide areas, mapping of landslides through the National Landslide Hazards Map, local landslide information, landslide education, and research.

STATE LEVEL

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) (Public Resources Code 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and

amplified ground shaking. The purpose of the Seismic Hazards Mapping Act is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards.

Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards (i.e., liquefaction and earthquake induced landslides) and formulate mitigation measures prior to permitting most developments designed for human occupancy.

California Building Standards Code

California building standards are published in the California Code of Regulations, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBSC guidelines. Cities and counties can adopt additional building standards beyond the CBSC.

CALIFORNIA CODE OF REGULATIONS TITLE 24 –PLUMBING CODE

California Code of Regulations Title 24, Part 5 refers to the 2022 edition of the California Plumbing Code (CPC), which contains plumbing design and construction standards for habitable structures. Provisions contained in the CPC provide minimum standards to safeguard life or limb, health, property, and public welfare. It also protects against hazards that may arise from the use of plumbing piping and systems by regulating and controlling the design, construction, installation, quality of materials, location and operation of plumbing piping systems within the State. In particular, Appendix H, *Private Sewage Disposal Systems*, provides design and system standards for private sewage systems, including septic systems.

Soils Investigation Requirements

California Health and Safety Code Sections 17953–17955 and Section 1802 of the California Building Code identify requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Public Resources Code

Paleontological resources are protected under a wide variety of Public Resources Code policies and regulations. In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the Public Resources Code and CEQA. Public Resources Code Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244 states:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.*

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. Public Resources Code Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

State Water Resources Control Board

CONSTRUCTION GENERAL PERMIT ORDER 2022-0057-DWQ

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. The NPDES permit is addressed in two parts: construction and post-construction (operations). Construction permitting would be administered by the SWRCB, while post-construction permitting would be administered by the RWQCB.

On November 16, 1990, the U.S. EPA published final regulations that established stormwater permit application requirements for specified categories of industries. The regulations provide that discharges of stormwater to waters of the United States from construction projects are effectively prohibited unless the discharge complies with an NPDES Permit. On August 19, 1999, the SWRCB reissued the General Construction Stormwater Permit (Water Quality Order 99-08-DWQ). On December 8, 1999, the SWRCB amended Order 99-08-DWQ to apply to sites as small as one acre. While there are no waters of the United States in the Lancaster area, the U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies, including the SWRCB and its local regulatory agencies, the RWQCBs. This responsibility includes control of nonpoint source discharges to California's waterways, including waters of the State (i.e., surface water and groundwater), in accordance with the Porter-Cologne Water Quality Control Act (Water Code Sections 13000, et seq.). Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate RWQCB.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under Construction General Permit Order 2022-0057-DWQ (supersedes 2009-0009-DWQ as amended by 2010-0014-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP). Construction General Permit Section A describes the elements that must be contained in a SWPPP, including a site map(s), a list of Best Management Practices (BMPs) the discharger would use to protect stormwater runoff, and the placement of those BMPs. Additionally, the SWPPP is required to contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. A project applicant must submit a Notice of Intent (NOI) to the SWRCB, to be covered by the Construction General Permit, and prepare the SWPPP prior to construction. Implementation of the plan begins at commencement of construction and continues through project completion. Upon project completion, the applicant is required to submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

LOCAL LEVEL

City of Lancaster General Plan 2030

PLAN FOR THE NATURAL ENVIRONMENT

The Plan for the Natural Environment evaluates natural and human-induced environments within the General Plan study area and focuses on resources that are suitable for certain levels of maintenance and protection. The Plan identifies "Land Resources" as a focused resource, which includes geologic and paleontological resources within the City. The following objective and policies are relevant to the proposed project:

Objective 3.5:	Preserve land resources through the application of appropriate soils management techniques and the protection and enhancement of surrounding landforms and open space.
Policy 3.5.1:	Minimize erosion problems resulting from development activities.
Policy 3.5.2:	Since certain soils in the Lancaster study area have exhibited shrink-swell behavior and a potential for fissuring, and subsidence may exist in other areas, minimize the potential for damage resulting from the occurrence of soils movement.

SAFETY ELEMENT (FORMERLY PLAN FOR PUBLIC HEALTH AND SAFETY)

The Safety Element evaluates the natural and manmade conditions which may pose certain levels of health and safety hazards to life and property within the City, along with a comprehensive program to mitigate those hazards to acceptable levels. The Plan addresses issues regarding geology and seismicity for facilities and the general population. The following objective and policy are relevant to the proposed project:

Policy 4.1.1: Facilitate rapid physical and economic recovery following an earthquake by identifying and recognizing potentially hazardous conditions and implementing effective standards for seismic design of structures.

Policy 4.1.2: Require development in areas with potential slope stability or soil constraints that might impact construction to conduct engineering studies to determine appropriate structural design criteria and effective construction standards to mitigate these conditions.

Lancaster Municipal Code

Lancaster Municipal Code (LMC) Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*, prohibits persons from disturbing or causing the disturbance of surface or subsurface land by excavating, grading, leveling, cultivating, plowing, discing, removing any existing vegetation or by depositing or spreading a quantity of soil on said land, or by any other act likely to cause or contribute to dust emission or wind erosion of said land. The section also states that persons are prohibited from causing or aggravating an existing dust or wind erosion condition without providing sufficient protection so as to prevent the soil on said land from being eroded by wind, creating dust, or blowing into a public road or roads or other public or private property.

LMC Chapter 15.08, *Building Code,*, is the presiding building code within the City for the purposes of regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, use, height, area maintenance of all structures and certain equipment therein and providing penalties for violation of such codes. The City's Building Code has adopted volumes 1 and 2 of the CBSC.

Additionally, LMC Section 15.64.060, *Drainage/flood control improvements fee*, requires that all new development in the City pay a drainage/flood control improvements fee to mitigate the stormwater runoff impacts caused by new development.

LMC Section 16.24.210, *Use of septic tanks*, allows the use of on-site septic systems in nonurban residential areas as defined by the general plan only where there is no feasible method of providing sanitary sewers, and where the soil and groundwater conditions of the site are suitable for the use of such systems.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (refer to Section 8.0, *Effects Found Not To Be Significant*);

   ii) Strong seismic ground shaking (refer to Impact Statement GEO-1);

   iii) Seismic-related ground failure, including liquefaction (refer to Impact Statement GEO-2);

   iv) Landslides (refer to Section 8.0, *Effects Found Not To Be Significant*);

b) Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-3);

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (refer to Impact Statement GEO-4);

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (refer to Impact Statement GEO-4);

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (refer to Impact Statement GEO-5); and

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-6).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.6.4 IMPACTS AND MITIGATION MEASURES

STRONG SEISMIC GROUND SHAKING

GEO-1 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.

Impact Analysis:

ANNEXATION ANALYSIS

Southern California is known to be earthquake prone, and the City and City's Sphere of Influence (SOI) would likely be subjected to some degree of seismic ground shaking during earthquake events. The proposed annexation would not include any development or construction, and as such would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground-shaking. However, the proposed land use designations and pre-zones within the annexation area would accommodate both residential and nonresidential development. All future development proposed in the annexation area would be required to comply with existing regulatory requirements, including the Earthquake Hazards Reduction Act, Seismic Hazard Mapping Act, the CBSC, and LMC Chapter 15.08, *Building Code*. Future projects in accordance with the proposed land use designations and pre-zones would also require environmental review under CEQA to evaluate project-specific impacts and mitigation measures would be implemented, as needed. Thus, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Buildout of the Specific Plan area would accommodate up to 38.5 million square feet (sf) of light and heavy industrial uses. Within Planning Areas 2, 4, 6, 7, and 8, the project consists of the construction of approximately 11.3 million sf of industrial warehouse buildings and associated site improvements.

While the San Andreas Fault is located over 10 miles south of the Specific Plan area's southern border, due to subsurface conditions, if a major earthquake were to occur, extensive damage to roadways and structures could result. However, proposed developments, including industrial warehouse buildings in Planning Areas 2, 4, 6, 7, and 8, would be designed and constructed in compliance with existing regulatory requirements, including the Earthquake Hazards Reduction Act, Seismic Hazard Mapping Act, the CBSC, and LMC Chapter 15.08, *Building Code*, as well as the seismic design considerations provided in project-specific geotechnical reports. Further, development within the Specific Plan area would not include any residences or habitable structures. As such, buildout in accordance with the proposed NLISP would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground-shaking. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

LIQUEFACTION

GEO-2 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LIQUEFACTION.

Impact Analysis:

ANNEXATION ANALYSIS

Liquefaction zones are located within the annexation area, specifically traversing the site in a southwest-northeast direction, and within areas directly north of Avenue D; refer to Exhibit 5.6-1. Additionally, groundwater seepage in the center of the annexation area has been measured at 28 feet bgs, and sands and silty sands that comprise the soil on-site could be subject to liquefaction during an earthquake. The proposed annexation does not include any proposed development or construction. However, future development within the annexation area in accordance with the proposed land uses could occur in a potential liquefaction zone, in areas subject to seepage, and/or in areas with sand and silty sand at shallow depths. Site- and project-specific geotechnical reports may also be required to evaluate geotechnical hazards on-site and determine any required geotechnical design criteria to reduce geological hazards (Mitigation Measure GEO-1). Additionally, future development would be required to comply with the CBSC and LMC requirements related to building safety to reduce potential liquefaction impacts. Thus, the proposed annexation itself would not expose people or structures to adverse liquefaction hazards, and impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Liquefaction zones are located within NLISP Planning Areas 2, 3, and 5 through 8; refer to Exhibit 5.6-1. Specifically, sands and silty sands at depths of approximately 35 to 50 feet bgs within Planning Area 6 may be subject to liquefaction, as well as silty sands at a depth of approximately 20 feet bgs within Planning Areas 7 and 8. Additionally, while not in a mapped liquefaction zone, groundwater seepage in Planning Area 4 has been measured at 28 feet bgs, which is shallower than the Geotechnical Reports liquefaction risk threshold of 30 feet bgs. Therefore, proposed and future development within the Specific Plan area may be subject to liquefaction in the event of a major earthquake. Planned and future development within Planning Areas 2, 4, 6, 7, and 8 would be subject to Mitigation Measure GEO-2, which would require that geotechnical recommendations in the Geotechnical Reports or an updated/finalized project-specific geotechnical investigation be incorporated into project plans prior to issuance of a grading permit. Additionally, any development within a liquefaction zone would conform with the CBC's design standards for Site Class F (i.e. sites with soils with high liquefaction potential). Further, the proposed industrial warehouse buildings, as well as all future development in accordance with the NLISP, would be required to comply with the CBSC and LMC requirements related to building safety to reduce potential liquefaction impacts. Future development would also be required to undergo separate environmental review under CEQA to evaluate project-specific impacts and identify any required mitigation measures. Thus, following implementation of Mitigation

Measures GEO-1 and GEO-2, and compliance with existing regulations, implementation of the NLISP would not expose people or structures to adverse liquefaction hazards, and impacts would be less than significant.

Mitigation Measures:

ANNEXATION AREA

GEO-1 Prior to issuance of any grading permit for future projects developed within the annexation area, including the Specific Plan area, that are located within a mapped geologic hazard zone, shall conduct a project-specific geotechnical investigation to evaluate geotechnical hazards on-site and determine any required geotechnical design criteria to reduce geologic hazards.

SPECIFIC PLAN AREA

Mitigation Measure GEO-1 is also applicable to the Specific Plan area.

GEO-2 Prior to issuance of grading permits associated with any development within NLISP Planning Areas 2, 4, 6, 7, and 8, the geotechnical recommendations outlined in the following technical studies or project-specific geotechnical investigation shall be integrated into the project plans:

- *Feasibility-Level Geotechnical Investigation, AVLC Phase 3 and Phase 4, Southwest Corner of W Avenue F and Sierra Highway, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated January 12, 2023;
- *Preliminary Geotechnical Engineering Report, NAVLC 115 Site Antelope Valley, Los Angeles County, California*, prepared by Terracon Consultants, Inc., dated February 9, 2023;
- *Feasibility-Level Geotechnical Investigation North Antelope Valley Logistics Center Southwest Corner of Sierra Highway and West Avenue D, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated October 28, 2024; and
- *Feasibility-Level Geotechnical Investigation Antelope LAC 234, Lancaster Area of Los Angeles County, California*, prepared by Kleinfelder, Inc., dated March 6, 2023.

The City of Lancaster City Engineer shall verify the recommendations are included in the final project plans during final plan check review.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

SOIL EROSION

GEO-3 PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL SOIL EROSION OR LOSS OF TOPSOIL.

Impact Analysis:

ANNEXATION ANALYSIS

Much of the project site is vacant and undeveloped with scattered rural residences, mobile home parks, and industrial uses. The proposed annexation would not include any proposed development or construction. However, the proposed land use designations and pre-zones within the annexation area would accommodate new residential and nonresidential uses. Construction of these uses could require grading activities with the potential to result in soil erosion or loss of topsoil.

LMC Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*, prohibits the disturbance of surface or subsurface land by excavating, grading, leveling cultivating, plowing, discing, removing any existing vegetation or by depositing or spreading a quantity of soil on said land, or by any other act likely to cause or contribute to dust emission or wind erosion of said land during construction activities. LMC Section 8.16.030 also prohibits the aggravation of an existing dust or wind erosion condition without providing sufficient protection. Further, LMC Section 15.64.060, *Drainage/Flood Control Improvements Fee*, funds mitigation of stormwater runoff impacts caused by the construction and operation of new development.

In compliance with the SWRCB NPDES program, development projects involving one or more acres of site disturbance would also be required to prepare and implement a SWPPP and associated BMPs in compliance with the SWRCB's Construction General Permit during grading and construction. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion.

As such, future development projects within the annexation area would be required to comply with the LMC and the NPDES program requirements. Further, all future development projects would be required to undergo separate environmental review under CEQA to evaluate site-specific impacts and identify any required mitigation measures. Therefore, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

The Specific Plan area is relatively flat, vacant, and undeveloped. Construction of proposed and future development in accordance with the NLISP would require grading activities that could result in potential soil erosion or loss of topsoil. As such, like the proposed annexation, implementation of the NLISP would be required to comply with Section 15.64.060, *Drainage/Flood Control Improvements Fee*, and Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*, of the LMC, as well as the NPDES program requirements. Further, the City and Air District prohibit mass grading for alternative energy facilities (e.g., solar facilities, etc.), which would help reduce soil erosion impacts. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

UNSTABLE SOILS

GEO-4 PROJECT IMPLEMENTATION COULD BE LOCATED ON UNSTABLE SOILS OR EXPANSIVE SOILS AND POTENTIALLY RESULT IN GEOLOGIC HAZARDS OR CREATE A SUBSTANTIAL DIRECT OR INDIRECT RISK TO LIFE OR PROPERTY.

Impact Analysis:

The project site is located within a seismically-active area that could result in unstable soil conditions. Refer to Section 8.0 for a discussion concerning the project's potential impacts in regard to landslide hazards and to Impact Statement GEO-2 for analysis regarding the project's potential impacts with regards to liquefaction hazards.

ANNEXATION ANALYSIS

As portions of the annexation area are located within a liquefaction zone, lateral spreading could occur; refer to Exhibit 5.6-1. Additionally, the southern portion of the annexation area includes areas of known fissures, which could result in subsidence and compression; refer to Exhibit 5.6-2. Regarding expansive soils, the annexation area, like most of the City, has low shrink/swell potential. Nonetheless, per Mitigation Measures GEO-1 and GEO-2, future applicable development projects would be required to prepare project- and site-specific geotechnical reports which would evaluate site-specific geologic hazards and provide geotechnical recommendations to reduce geologic hazards. Additionally, future developments would be required to comply with the CBSC and LMC requirements related to building safety to reduce potential geologic hazards. Thus, impacts would be less than significant following implementation of Mitigation Measures GEO-1 and GEO-2.

SPECIFIC PLAN ANALYSIS

Unstable Soils

Lateral Spreading. As portions of the Specific Plan area are located within a liquefaction zone, lateral spreading could occur; refer to Exhibit 5.6-1. Planning Areas 2, 3, and 5 through 8 are confirmed to be at risk of liquefaction and are at risk for lateral spreading as well. However, planned and future development within these Planning Areas would be subject to Mitigation Measure GEO-2, which would require incorporation of all geotechnical recommendations into project plans prior to issuance of grading permits. Additionally, future development throughout the Specific Plan area may also be required to implement Mitigation Measure GEO-1 to evaluate on-site geologic hazards. Further, proposed structures as well as future improvements throughout the Specific Plan area would comply with the CBSC and LMC requirements related to building safety to ensure geotechnical stability with respect to potential lateral spreading. Thus, impacts would be less than significant.

Subsidence. The southern portion of the Specific Plan area includes areas of known fissures, which could result in subsidence; refer to Exhibit 5.6-2. Additionally, the Geotechnical Reports confirmed that soils within Planning Areas 2, 7, and 8 are documented to be experiencing subsidence. However, as stated, planned and future development within these Planning Areas would be subject to Mitigation Measure GEO-2, which would require incorporation of all geotechnical recommendations into project plans prior to issuance of grading permits. Additionally, future development throughout the Specific Plan area may also be required to implement Mitigation Measure GEO-1 to evaluate on-site geologic hazards. Further, proposed structures as well as future improvements throughout the Specific Plan area would comply with the CBSC and LMC requirements related to building safety to ensure geotechnical stability with respect to potential subsidence. Upon implementation of Mitigation Measure GEO-1 as well as existing regulations, impacts would be less than significant.

Collapse. The southern portion of the Specific Plan area includes areas of known fissures, which could result in compression; refer to Exhibit 5.6-2. However, according to the Geotechnical Reports, soil tested in Planning Areas 2, 4, 6, 7, and 8 resulted in generally low collapse potential. Nonetheless, proposed structures as well as future improvements throughout the Specific Plan area would be subject to CBSC and LMC requirements related to building safety to ensure geotechnical stability with respect to collapsible soils, and may be required to implement Mitigation Measures GEO-1 and GEO-2 depending on site-specific soil stability. Upon implementation of existing regulations and required mitigation, impacts would be less than significant.

Expansive Soils

Based on the Geotechnical Reports, soils throughout the Specific Plan area range in expansion potential from very low in Planning Areas 2 and 6, low in Planning Area 4, and medium to high in Planning Areas 7 and 8. Planned and future development within these Planning Areas would be subject to Mitigation Measure GEO-2, which would require incorporation of all geotechnical recommendations into project plans prior to issuance of grading permits. Additionally, future development throughout the Specific Plan area may also be required to implement Mitigation Measure GEO-1 to evaluate on-site geologic hazards. Further, proposed structures as well as future improvements throughout the Specific Plan area would comply with the CBSC and LMC requirements related to building safety to ensure geotechnical stability with respect to expansive soils. Upon implementation of Mitigation Measures GEO-1 and GEO-2 as well as existing regulations, impacts would be less than significant.

Mitigation Measures:

ANNEXATION AREA

Refer to Mitigation Measures GEO-1 and GEO-2.

SPECIFIC PLAN AREA

Refer to Mitigation Measures GEO-1 and GEO-2.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

WASTEWATER DISPOSAL SYSTEMS

GEO-5 THE PROJECT SITE COULD HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER.

Impact Analysis:

ANNEXATION ANALYSIS

Existing uses within the annexation area are not currently connected to the LACSD regional trunk sewer system or the City's local sewer network. Rather, wastewater generated by existing uses within the project site are collected by underground, privately-owned septic tank systems. While there are currently only septic systems in the annexation area, it is possible that the City would extend wastewater services into the annexation area in the future as more development occurs in the northern portion of Lancaster. As such, future development within the annexation area would either connect to existing septic systems on-site, install new septic systems, or connect to the City's wastewater network. It should be noted that existing uses currently connected to existing septic systems would not be required to connect to the City's wastewater network. As the annexation area potentially contains areas prone to liquefaction, unstable soils, or expansive soils, all future development projects would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts and identify any required mitigation measures.

Additionally, the use of septic tanks in the City is regulated by LMC Section 16.24.210, *Use of septic tanks*, which allows the use of on-site septic systems in nonurban residential areas as defined by the General Plan. Only new developments located within 200 feet of existing sanitary sewer infrastructure would be required to connect to the City's wastewater network. Additionally, the 2022 CPC contains plumbing design and construction standards related to septic tanks. The standards protect against hazards that may arise from the use of plumbing piping and systems by regulating and controlling the design, construction, installation, quality of materials, location, and operation of plumbing piping systems within the State. Specifically, septic tank systems are required to meet design criteria, distance requirements, and capacity standards outlined in Appendix H, *Private Sewage Disposal System*, of the 2022 CPC. Additionally, new septic tank systems would also be required to meet design criteria and soil absorption capacities that are compatible with existing on-site soils. Upon compliance with existing State and local regulations, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Future development within the Specific Plan area would connect to the City's wastewater network via multiple existing and proposed sanitary sewer lines throughout the Specific Plan area. These lines would connect to the trunk sewer lines including the trunk sewer line located in 20th Street West, along the western boundary of the Specific Plan area; refer to Exhibit 3-9, *Sanitary Sewer Infrastructure Plan*. The existing sanitary sewer main would provide points of connection along 20th Street West at Avenue D, Avenue E, and Avenue F. There is also an option to install an off-site sanitary sewer line

(i.e., off-site from the Specific Plan area but within the larger annexation area) to connect to the existing 20th Street West sewer line at Avenue G; refer to Exhibit 3-9. Future on-site planned sewer lines would occur within Avenue D, Avenue E, Avenue F, the southern section of 10th Street West between Avenue F and Avenue F-8, and within the common border of Planning Areas 6 and 7. Thus, buildout of the NLISP would not utilize alternative wastewater disposal systems (e.g., septic systems) and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

PALEONTOLOGICAL RESOURCES

GEO-6 PROJECT IMPLEMENTATION COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Impact Analysis:

ANNEXATION ANALYSIS

The mapped rock formations within the annexation area consist of alluvium of Holocene to middle Pleistocene age and lacustrine deposits of Pleistocene age. As such, future development in accordance with the proposed land use designations in the annexation area has a high potential to disturb paleontological resources within undisturbed bedrock, with sensitivity increasing with depth.

Potential impacts to paleontological resources are based on soil conditions and project details (e.g., depth of excavation required). Thus, it is speculative to determine potential impacts to paleontological resources at this programmatic level of analysis. It is not anticipated that activities taking place at depths less than three feet, such as clearing and grubbing, or at the current topsoil surface, such as building renovations, would encounter paleontological resources. However, for any future ground disturbing activities (grading, excavation, boring, etc.) at depths greater than three feet and in undisturbed geologic contexts which have the potential to contain significant paleontological resources, implementation of Mitigation Measures GEO-3 through GEO-6 are required to reduce potential impacts. Mitigation Measure GEO-3 would require the retention of a Society of Vertebrate Paleontology (SVP) qualified paleontologist to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities, prior to the beginning of ground-disturbing activities. Mitigation Measure GEO-4 would require monitoring by an SVP qualified paleontologist for grading or excavation in sedimentary rock material, other than topsoil, at depths of three feet below present grade or greater. Mitigation Measure GEO-5 outlines the requirements for a data recovery plan if a fossil is discovered. Mitigation Measure GEO-6 includes reporting and avoidance measures for a fossil discovery, as well as procedures for continuing work on-site. Implementation of Mitigation Measures GEO-3 through GEO-6 would reduce impacts to less than significant levels.

SPECIFIC PLAN ANALYSIS

The mapped rock formations within the Specific Plan area consist of alluvium of Holocene to middle Pleistocene age and lacustrine deposits of Pleistocene age. As such, the project has a high potential to disturb paleontological resources within undisturbed bedrock, with sensitivity increasing with depth. For development of the proposed industrial warehouse buildings within Planning Areas 2, 4, and 6 through 8, as well as all other development within the NLISP, activities taking place at depths less than three feet, such as clearing and grubbing, or at the current topsoil surface, are not anticipated to encounter paleontological resources. For any ground disturbing activities (grading, excavation, boring, etc.) at depths greater than three feet and in undisturbed geologic contexts which have the potential to contain significant paleontological resources, implementation of Mitigation Measures GEO-3 through GEO-6 is required to reduce potential impacts to less than significant levels.

Mitigation Measures:

ANNEXATION AREA

GEO-3 For any development within the annexation area, including the Specific Plan area, the contractor shall retain a Society of Vertebrate Paleontology (SVP) qualified paleontologist to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities, prior to the beginning of ground-disturbing activities. The training session shall focus on how to identify paleontological localities such as fossils that may be encountered and the procedures to follow if identified. Written proof of training shall be submitted to the City of Lancaster Community Development Department prior to the start of grading activities.

GEO-4 For any development within the annexation area, including the Specific Plan area, prior to grading or excavation in sedimentary rock material other than topsoil, the contractor shall retain a Society of Vertebrate Paleontology (SVP) qualified paleontologist to monitor these activities at depths of three feet below present grade or greater.

GEO-5 For any development within the annexation area, including the Specific Plan area, if fossils are discovered and determined to be significant, then the Society of Vertebrate Paleontology (SVP) -qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures:

- The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (which may include the Natural History Museum of Los Angeles County);
- The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and
- The paleontologist shall ensure that curation of fossils is completed in consultation with the City of Lancaster Community Development Department. A letter of acceptance from the curation institution shall be submitted to the City.

GEO-6 For any development within the annexation area, including the Specific Plan area, if any paleontological resources are encountered during construction or the course of any ground-disturbance activities, all such activities shall halt immediately. At this time, the applicant shall notify the City of Lancaster Community Development Department and consult with a qualified paleontologist to assess the significance of the find. The assessment shall follow Society of Vertebrate Paleontology (SVP) standards as delineated in the *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* (2010). If any find is determined to be significant, appropriate avoidance measures recommended by the paleontologist and approved by the City must be followed unless avoidance is determined to be infeasible by the City. If avoidance is infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

If no additional fossils have been recovered after 50 percent of the remaining excavation has been completed, full-time monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. The qualified paleontologist may recommend to the applicant to reduce paleontological monitoring based on observations of specific site conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils). The recommendation to reduce or discontinue paleontological monitoring in the project site shall be based on the professional opinion of the qualified paleontologist regarding the potential for fossils to be present after a reasonable extent of the geology and stratigraphy has been evaluated.

A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology as defined by the SVP.

SPECIFIC PLAN AREA

Mitigation Measures GEO-3 through GEO-6 are also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.6.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

GEOLOGIC AND SOIL HAZARDS

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING GEOLOGY AND SOILS.**

Impact Analysis: Cumulative projects identified in Table 4-1 would be located within proximity to similar soil conditions as the project. However, in the event of an earthquake, the intensity of seismic ground shaking would vary by site based on earthquake magnitude, distance to epicenter, and geology of the area between the epicenter and the cumulative project sites, and thus geologic hazards would vary accordingly. Similar to future development projects within the annexation and Specific Plan areas, cumulative projects would be required to comply with existing local, State, and Federal regulations regarding geologic hazards. For example, future developments would be required to comply with the Earthquake Hazards Reduction Act, Seismic Hazard Mapping Act, NPDES program, CBSC, and LMC.

As concluded above, geologic/seismic hazards associated with the proposed project would be less than significant upon implementation of regulatory requirements and Mitigation Measures GEO-1 and GEO-2, which would require site-specific geotechnical investigations and adherence to the recommendations of the geotechnical investigations. Further, all future development projects within the annexation area and Specific Plan area would be required to undergo separate project- and site-specific environmental review. Thus, cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures GEO-1 and GEO-2.

Level of Significance Impacts would be less than significant with mitigation incorporated.

PALEONTOLOGICAL RESOURCES

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.**

Impact Analysis: Cumulative projects identified in Table 4-1 would be located within proximity to similar geologic conditions as the project, and thus have similar potential to encounter paleontological resources. However, potential paleontological resource impacts associated with the development of each cumulative project would be specific to each site.

As concluded above, paleontological impacts associated with the proposed project would be less than significant upon implementation of regulatory requirements and Mitigation Measures GEO-3 through GEO-6. Further, all future development projects within the annexation area and Specific Plan area would be required to undergo separate project- and site-specific environmental review. Thus, cumulative impacts would be less than significant.

Mitigation Measures: Refer to Mitigations Measures GEO-3 through GEO-6.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to geology and soils have been identified.

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5.7 HYDROLOGY AND WATER QUALITY

This section identifies regional and local hydrology conditions and relevant federal, State, and local policies and regulations. Potential project impacts related to hydrology and water quality are analyzed herein. This section is primarily based upon the following technical study (refer to Appendix 11.5, *Hydrology Study*):

- *City of Lancaster Hydrology Study for North Annexation Avenue G to Avenue B & 14 Freeway to 5th Street West, Lancaster, CA 93534* (Hydrology Study), prepared by Duke Engineering, dated February 17, 2025.

5.7.1 EXISTING SETTING

HYDROLOGY AND DRAINAGE

Groundwater

The Antelope Valley Groundwater Basin (Basin) is in the southwestern portion of the Mojave Desert. The Basin straddles the Los Angeles County-Kern County line, encompassing approximately 1,220 square miles within Los Angeles County, 2,006 square miles in Kern County, and 143 square miles in San Bernardino County.[1] It is considered a closed topographic basin with no outlet to the ocean, which restricts the removal of runoff to percolation or evaporation. The Basin is primarily recharged through infiltration of precipitation and runoff from the surrounding mountains and hills in ephemeral stream channels. Other sources of recharge to the Basin include artificial recharge and return flows from agricultural and urban irrigation. Depending on the thickness and characteristics of the unsaturated zone of the aquifer below a particular site, these sources may or may not contribute to recharge of the Basin.[2]

In general, groundwater in the Basin flows northeasterly from several major mountain range canyons, then spreads out and flows across the alluvial fans, eventually reaching the dry lakebeds, including Rogers Lake, Rosamond Lake, and Buckhorn Lake, all located northeast of the City on Edwards Air Force Base. Storm flows in the undeveloped portions of the City are generally channeled through wide, north-south swales until intercepted by flood control structures or natural creek beds. Natural tributaries within the City include Amargosa Creek and Little Rock Creek. The total storage capacity of the Basin has been reported to be approximately 68,000,000 to 70,000,000 acre-feet.[3] For the part

[1] Los Angeles County Department of Public Works, *Antelope Valley Watershed*, https://dpw.lacounty.gov/wmd/watershed/av/, accessed September 17, 2024.

[2] Los Angeles County Department of Public Works, *Antelope Valley Integrated Regional Water Management Plan, 2019 Update*, https://pw.lacounty.gov/wwd/avirwmp/docs/finalplan/2019%20Final%20AV%20IRWMP.pdf, accessed September 17, 2024.

[3] California Department of Water Resources, *California's Groundwater, Bulletin 118, South Lahontan Hydrologic region, Antelope Valley Groundwater Basin*, February 27, 2004, https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/6_044_AntelopeValley.pdf, accessed September 18, 2024.

of the Basin between 20 and 220 feet in depth, the storage capacity has been reported to be approximately 5,400,000 acre-feet.

Surface Water

Surface watersheds in California are divided into ten hydrologic regions, as defined by the California Department of Water Resources (DWR). The project site is located within the South Lahontan Hydrologic Region and is subject to the objectives and limits of the *Water Quality Control Plan for the Lahontan Region* (Basin Plan) under the jurisdiction of the Lahontan Regional Water Quality Control Board (RWQCB).[4] Hydrologic Regions are subdivided into Hydrologic Units (HUs), and further into Hydrologic Areas (HAs). The project site is in the Antelope HU and specifically within the Lancaster HA. Notable named streams in the watershed include Amargosa Creek, Big Rock Creek, and Little Rock Creek which begin as well-defined channels in the San Gabriel Mountains and become broad, ephemeral washes as they flow northeast onto the valley floor towards Rosamond Dry Lake. Oak Creek and Cottonwood Creek begin in the Tehachapi Mountains and flow southeast towards the center of the watershed.

Drainage Facilities

The *City of Lancaster Master Plan of Drainage Update* (Master Plan of Drainage) and Los Angeles County Department of Public Works' *Los Angeles County Storm Drain System* include maps showing existing local and regional flood control facilities in the project vicinity, including channels, storm drains, and catch/retention basins.[5,6] However, as depicted in Master Plan of Drainage Appendix C, Sheet 1, *Existing Hydrology Map*, and *Los Angeles County Storm Drain System*, the project site does not have any existing drainage facilities.[7,8] According to the Master Plan of Drainage Appendix B, Sheet 1, *Proposed Master Plan Facilities Map*, the City plans a regional storm drain (sized for 50-year storm events) (i.e., regional earthen channel) in the southwestern portion of the project site, west of SR-14 (i.e., near the northwestern corner of the Avenue F and SR-14 intersection).[9] Additional planned regional storm drains (sized for 50-year storm events) (i.e., regional earthen channels and reinforced concrete pipes) and planned outlet/energy dissipators are located off-site within the existing City limits near the southern boundary of the project site.

According to the Hydrology Study, on-site stormwater generated south of Avenue E currently sheet flows in a northeasterly direction. During large storm events, off-site stormwater flow enters the

[4] California Department of Water Resources, *Statewide Hydroclimate and Water Supply Conditions*, https://cww.water.ca.gov/regionscale, accessed September 17, 2024.

[5] Stantec Consulting Inc., *City of Lancaster Master Plan of Drainage Update, Appendix C, Existing Hydrology Map*, March 20, 2019, https://www.cityoflancasterca.org/home/showpublisheddocument/42836/637485843453730000, accessed September 18, 2024.

[6] Los Angeles County Department of Public Works, *Los Angeles County Storm Drain System*, https://pw.lacounty.gov/fcd/StormDrain/index.cfm, accessed September 18, 2024.

[7] Ibid.

[8] Ibid.

[9] Stantec Consulting Inc., *City of Lancaster Master Plan of Drainage Update, Appendix B, Proposed Facilities Map*, December 01, 2020, https://www.cityoflancasterca.org/home/showpublisheddocument/42834/637485843440470000, accessed September 18, 2024.

project area along Avenue G and exits along the eastern project boundary, near 5th Street West and Avenue D-8. On-site stormwater generated north of Avenue E currently sheet flows in a southeasterly direction. During large storm events, off-site stormwater flow enters the project area along 30th Street West and crosses under SR-14, continuing in a southeasterly direction towards the intersection of Avenue D and Sierra Highway, where it eventually exits along the eastern project boundary, at 5th Street West and Avenue D-8.

Flooding

Based on the Hydrology Study and as depicted on Exhibit 5.7-1, *Flood Zone Map*, the northern and southern portions of the project site are located within Federal Emergency Management Agency (FEMA)-mapped special flood hazard areas.

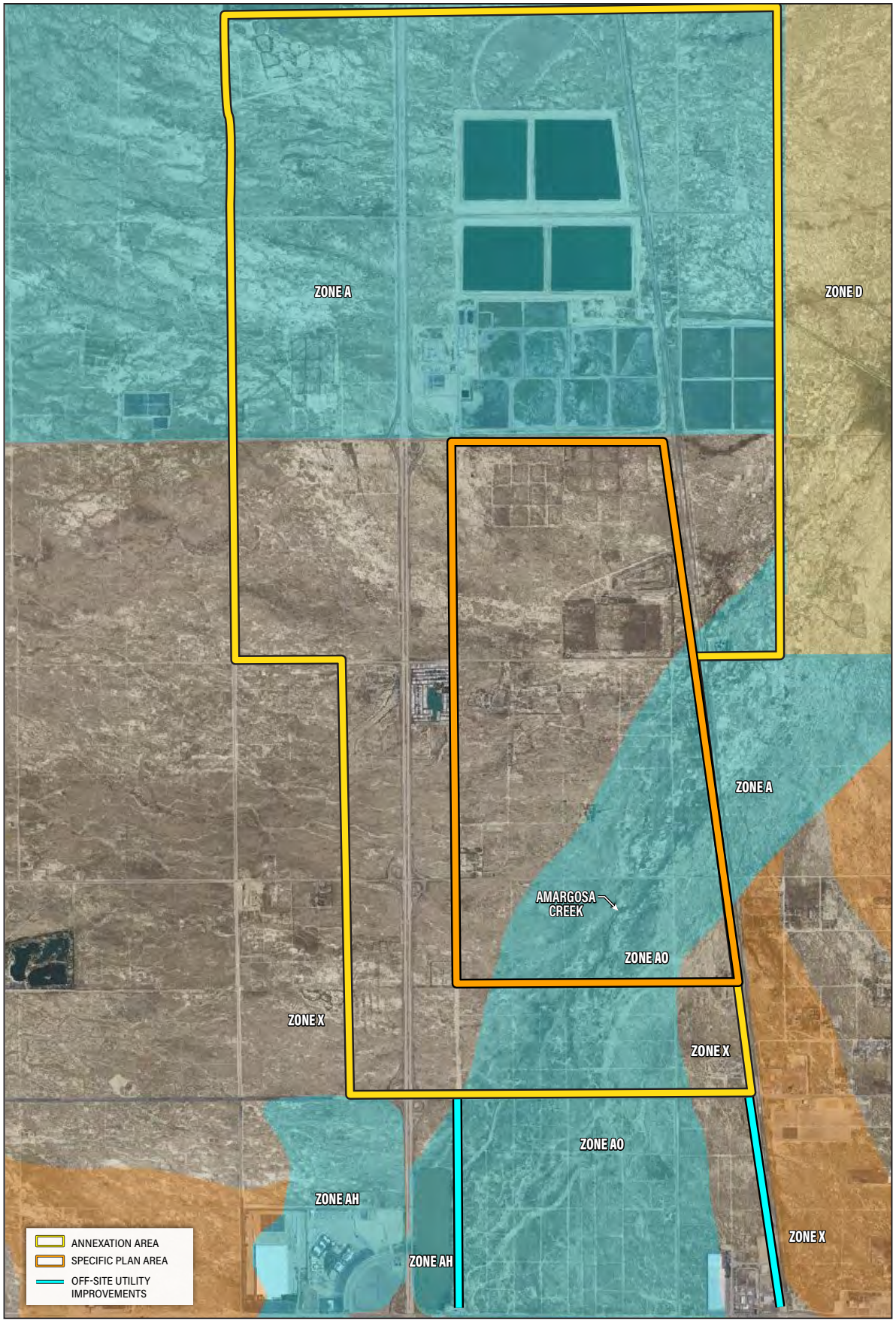
The northern portion of the project site (north of Avenue D) is classified as Zone A, which indicates a 100-year recurrence interval storm is expected to produce depths of one-foot or greater under existing conditions. Within the northern portion of the project site, the primary tributary for Zone A derives from the northwesterly portion of the Antelope Valley which flows from Avenue D to the Tehachapi Mountains, which has tributaries to most undeveloped areas of Los Angeles and Kern counties, and the western portion of Lancaster.

As depicted on Exhibit 5.7-1, the southern portion (i.e., portions of Planning Areas 3 and 5 through 8) of the project site is classified as Zone AO, which indicates a 100-year recurrence interval storm is expected to produce depths between one and three feet under existing conditions. Within the southern portion of the project site, the primary tributary for Zone AO is Amargosa Creek, which has tributaries to most of Lancaster, Palmdale, and undeveloped areas of Los Angeles County to the southwest of the two cities. The remainder of the project site is classified as Zone X, which is an area with a reduced risk of flooding and outside of both the 100-year and 500-year flood zones.

STORMWATER QUALITY

Point Source Pollutants

Historically, point source pollutants have consisted of industrial operations with discrete discharges to receiving waters. Over the past several decades, many industrial operations have been identified as potential sources of pollutant discharges. For this reason, many types of industrial operations require coverage under the State of California's General Industrial Permit. This permit regulates the operation of industrial facilities and monitors and reports mechanisms to ensure compliance with water quality objectives. State regulations require industrial operations to comply with California's General Industrial Permit, which significantly lessens impacts on the quality of receiving waters. However, industrial operations that are not covered under the General Industrial Permit's jurisdiction may still have the potential to affect the water quality of receiving waters. These industrial operations would be considered nonpoint source pollutants.



Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Flood Zone Map

Exhibit 5.7-1

Nonpoint Source Pollutants

A net effect of urbanization can be to increase pollutant export over naturally occurring conditions. The impact of the higher export affects the adjacent streams and the downstream receiving waters. However, an important consideration in evaluating stormwater quality is to assess whether the beneficial use to the receiving waters is impaired. Nonpoint source pollutants are characterized by the following major categories to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. Standard water quality categories of typical urbanization impacts are:

- *Sediment.* Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of run-off due to urbanization.

- *Nutrients.* Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes significant amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas more than needed by the plant, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. Generally, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and 5) overgrowth of plants. Common measures for nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen (TKN), nitrate, ammonia, total phosphate, and total organic carbon (TOC).

- *Trace Metals.* Trace metals are primarily a concern because of their toxic effects on aquatic life, and their potential to contaminate drinking water supplies. The most common trace metals found in urban run-off are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment; this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban runoff events typically occur over a shorter duration, reducing the amount of exposure, which could be toxic to the aquatic environment. The

toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increase.

- *Bacteria.* Bacteria levels in undiluted urban runoff exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the United States Environmental Protection Agency's (U.S. EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves but are often associated with human pathogens.

- *Oil and Grease.* Oil and grease are characterized as high-molecular weight organic compounds. Elevated oil and grease content can decrease the aesthetic value of the water body, as well as the water quality. Introduction of these pollutants to water bodies may occur due to the wide uses and applications of some of these products in municipal, residential, commercial, industrial, and construction areas. Primary sources of oil and grease are petroleum hydrocarbon products, motor products from leaking vehicles, esters, oils, fats, waxes, and high molecular-weight fatty acids.

- *Other Toxic Chemicals.* Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in stormwater. Priority pollutant scans have been conducted in previous studies of urban run-off, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban run-off scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (possibly except for illegally disposed or applied household hazardous wastes). Measures of priority pollutants in stormwater include: 1) phthalate (plasticizer compound); 2) phenols and creosols (wood preservatives); 3) pesticides and herbicides; 4) oils and greases; and 5) metals.

Physical Characteristics of Surface Water Quality

Standard parameters, which can assess stormwater quality, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of material in the environment and its characteristics determine the degree of availability as a pollutant in surface run-off. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high automobile traffic volumes cause various potential pollutants (such as lead and hydrocarbons) to be more prevalent. The availability of material, such as a fertilizer, is a function of the quantity and the way in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or groundwater.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. There are many types and classifications of water quality parameters for stormwater. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem.

Some of the physical, chemical, or biological characteristics that evaluate the quality of surface runoff are listed below.

- *Dissolved Oxygen*. Dissolved oxygen (DO) in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space and represents the status of the water system at a point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. Oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.

- *Biochemical Oxygen Demand*. The biochemical oxygen demand (BOD) is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20°C, after which the residual dissolved oxygen is measured. The BOD value commonly referenced is the standard five-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

- *Chemical Oxygen Demand*. The chemical oxygen demand (COD) is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.

- *Total Dissolved Solids*. Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.

- *pH*. The pH of water is the negative log, base 10, of the hydrogen ion (H^+) activity. A pH of 7 is neutral; a pH greater than 7 indicates alkaline water; a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.

- *Alkalinity*. Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200

milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.

- *Specific Conductance.* The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities more than 2,000 microohms per centimeter (µohms/cm) indicate a TDS level too high for most freshwater fish.

- *Turbidity.* The clarity of water is an important indicator of water quality that relates to the alkalinity of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.

- *Nitrogen.* Sources of nitrogen in stormwater are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen (N/N) in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.

- *Phosphorus.* Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban stormwater discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and considered the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

Existing Regional Water Quality Conditions

The project site is within the jurisdiction of the Lahontan RWQCB. The Lahontan RWQCB is responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters in their region. The Lahontan RWQCB is also responsible for protecting surface and groundwaters from both point and non-point sources of pollution. Water quality standards and control measures for surface and ground waters of the Lahontan Region are contained in the Basin

Plan. The Basin Plan designates beneficial uses for waters of the State (i.e., surface water and groundwater) and establishes water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses. The following beneficial uses are applicable to the discussion below:

- *AGR – Agricultural Supply*. Beneficial uses of waters used for farming, horticulture, or ranching, including, but not limited to, irrigation, stock watering, and support of vegetation for range grazing;

- *AQUA – Aquaculture*. Beneficial uses of waters used for aquaculture or mariculture operations including, but not limited to, propagation, cultivation, maintenance, and harvesting of aquatic plants and animals for human consumption or bait purposes;

- *BIOL – Preservation of Biological Habitats of Special Significance*. Beneficial uses of waters that support designated areas or habitats, such as established refuges, parks, sanctuaries, ecological reserves, and Areas of Special Biological Significance, where the preservation and enhancement of natural resources requires special protection;

- *COLD – Cold Freshwater Habitat*. Beneficial uses of waters that support cold water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates;

- *COMM – Commercial and Sportfishing*. Beneficial uses of waters used for commercial or recreational collection of fish or other organisms including, but not limited to, uses involving organisms intended for human consumption;

- *FLD – Flood Peak Attenuation/Flood Water Storage*. Beneficial uses of riparian wetlands in floodplain areas and other wetlands that receive natural surface drainage and buffer its passage to receiving waters;

- *FRSH – Freshwater Replenishment*. Beneficial uses of waters used for natural or artificial maintenance of surface water quantity or quality [e.g., salinity];

- *GWR – Ground Water Recharge*. Beneficial uses of waters used for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers;

- *IND – Industrial Service Supply*. Beneficial uses of waters used for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, geothermal energy production, hydraulic conveyance, gravel washing, fire protection, and oil well repressurization;

- *MUN – Municipal and Domestic Supply*. Beneficial uses of waters used for community, military, or individual water supply systems including, but not limited to, drinking water supply;

- *RARE – Rare, Threatened, or Endangered Species*. Beneficial uses of waters that support habitat necessary for the survival and successful maintenance of plant or animal species established under State and/or Federal law as rare, threatened or endangered;

- *REC-1 – Water Contact Recreation*. Beneficial uses of waters used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, and use of natural hot springs;

- *REC-2 – Noncontact Water Recreation*. Beneficial uses of waters used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beach-combing, camping, boating, tidepool and marine life study, hunting, sightseeing, and aesthetic enjoyment in conjunction with the above activities;

- *SAL – Inland Saline Water Habitat*. Beneficial uses of waters that support inland saline water ecosystems including, but not limited to, preservation and enhancement of aquatic saline habitats, vegetation, fish, and wildlife, including invertebrates;

- *WARM – Warm Freshwater Habitat*. Beneficial uses of waters that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates;

- *WILD – Wildlife Habitat*. Beneficial uses of waters that support wildlife habitats including, but not limited to, the preservation and enhancement of vegetation and prey species used by wildlife, such as waterfowl; and

- *WQE – Water Quality Enhancement*. Beneficial uses of waters that support natural enhancement or improvement of water quality in or downstream of a water body including, but not limited to, erosion control, filtration and purification of naturally occurring water pollutants, streambank stabilization, maintenance of channel integrity, and siltation control.

The Basin Plan identifies the following beneficial uses for the Basin:[10]

- MUN, AGR, IND, FRSH, AQUA, WILD

Further, the Basin Plan identifies the following beneficial uses for the subunit drainage features (watersheds/sub-watershed) within the Lancaster Hydrologic Area:[11]

[10] State of California Regional Water Quality Control Board Lahontan Region, *Water Quality Control Plan for the Lahontan Region, North and South Basins*, Table 2-2, Beneficial Uses for Ground Waters of the Lahontan Region, effective March 31, 1995, including amendments effective August 1995 through September 22, 2021.

[11] State of California Regional Water Quality Control Board Lahontan Region, *Water Quality Control Plan for the Lahontan Region, North and South Basins*, Table 2-1, Beneficial Uses of Surface Waters of the Lahontan Region, effective March 31, 1995, including amendments effective August 1995 through September 22, 2021.

- Amargosa Creek (above discharge from the Los Angeles County Sanitation Districts [LACSD])
  - MUN, AGR, GWR, FRSH, REC-1, REC-2, COMM, WARM, COLD, WILD
- Amargosa Creek (below discharge from LACSD)
  - AGR, GWR, FRSH, REC-2, WARM, WILD
- Piute Ponds
  - AGR, GWR, FRSH, REC-2, WARM, WILD, BIOL, RARE
- Piute Ponds (wetlands)
  - AGR, GWR, FRSH, REC-2, WARM, WILD, BIOL, RARE, WQE, FLD
- Rosamond Dry Lake[12]
  - GWR, REC-2, WARM, SAL, WILD
- Minor Surface Waters
  - MUN, AGR, GWR, REC-1, REC-2, COMM, WARM, COLD, WILD
- Minor Wetlands
  - MUN, AGR, GWR, FRSH, REC-1, REC-2, WARM, WILD, WQE, FLD

The State and RWQCBs assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under Clean Water Act (CWA) Section 303(d). Once a water body has been listed as "impaired", a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. According to the SWRCB, no waterbody within the Lancaster hydrologic area is identified as 303(d) listed.[13] As such, no TMDLs have been established.

5.7.2 REGULATORY SETTING

FEDERAL LEVEL

Clean Water Act

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act (CWA). Originally enacted in 1948, it was amended in 1972 and has remained substantially the same since. The CWA consists of two major parts: provisions that authorize Federal financial assistance for municipal sewage treatment plant construction and regulatory requirements that apply to industrial and municipal dischargers. The CWA authorizes the establishment of effluent standards on an industry basis. The CWA also requires States to adopt water quality standards that "consist of

[12] The SAL use does not apply to tributaries of Rosamond Dry Lake.

[13] State Water Resources Control Board, *Impaired Water Bodies, 2018 Integrated Report, Appendix A: 2018 303(d) List of Impaired Waters*, https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2018_integrated_report.html, accessed November 7, 2024.

the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses."

The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies.

Section 303(d) List of Impaired Water Bodies

CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act (described below) require that the State establish the beneficial uses of its State waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a TMDL, which is the maximum quantity of a contaminant that a water body can maintain without experiencing adverse effects, to guide the application of State water quality standards. Section 303(d) also requires the State to identify "impaired" streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL for each stream.

National Pollutant Discharge Elimination System

To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. The NPDES is the permitting program for discharge of pollutants into surface waters of the United States under CWA Section 402. While there are no waters of the United States in the Lancaster area, the U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies, including the SWRCB and its local regulatory agencies, the RWQCBs. This responsibility includes control of nonpoint source discharges to California's waterways, including waters of the State (i.e., surface water and groundwater), in accordance with the Porter-Cologne Water Quality Control Act (Water Code Sections 13000, et seq.). Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate RWQCB. The existing NPDES (Phase I) stormwater program requires municipalities serving more than 1,000,000 persons to obtain a NPDES stormwater permit for any construction project larger than five acres. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and construction sites that disturb more than one acre. For other dischargers, such as those affecting groundwater or from nonpoint sources, a Report of Waste Discharge (WDR) must be filed with the regional RWQCB. For specified situations, some permits may be waived, and some discharge activities may be handled through being included in an existing General Permit.

National Flood Insurance Program

Congress passed the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. These Acts are intended to reduce the need for large publicly funded flood control structures and disaster relief by restricting development on floodplains.

The National Flood Insurance Program (NFIP) provides a means for property owners to financially protect themselves from flood damage. The NFIP offers flood insurance to homeowners, renters, and business owners if their community participates in the program. Participating communities agree to adopt and enforce ordinances that meet or exceed FEMA requirements to reduce the risk of flooding. The City of Lancaster is a participating community and must adhere to the NFIP.

Through its Flood Hazard Mapping Program, FEMA identifies flood hazards, assesses flood risks and partners with States and communities to provide accurate flood hazard and risk data. Flood hazard mapping is an important part of the NFIP, as it is the basis of the NFIP regulations and flood insurance requirements. FEMA maintains and updates data through Flood Insurance Rate Maps (FIRMs) and risk assessments. A FIRM is an official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community.

A Special Flood Hazard Area (SFHA) is an area within a floodplain having a one percent or greater chance of flood occurrence within any given year (commonly referred to as the 100-year flood zone). SFHAs are delineated on flood hazard boundary maps issued by FEMA. The Flood Disaster Protection Act of 1973 and the National Flood Insurance Reform Act of 1994 make flood insurance mandatory for most properties in SFHAs.

STATE LEVEL

Porter-Cologne Water Quality Control Act

The CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the States, although it establishes certain guidelines for the States to follow in developing their programs and allows the U.S. EPA to withdraw control from States with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act (Water Code Sections 13000, et seq.). The Porter-Cologne Water Quality Control Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Water Quality Control Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Water Quality Control Act and established by the SWRCB in its State water policy. The Porter-Cologne Water Quality Control Act also provides that a RWQCB may include, within its regional plan, water discharge prohibitions applicable to particular conditions, areas, or types of waste.

State Water Resources Control Board

CONSTRUCTION GENERAL PERMIT ORDER 2022-0057-DWQ

The U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies, including the SWRCB and its local regulatory agencies, the RWQCBs. This responsibility includes control of nonpoint source discharges to California's waterways, including waters of the State (i.e., surface water and groundwater), in accordance with the Porter-Cologne Water Quality Control Act. Specifically, the SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. The NPDES permit is divided into two parts: construction and post-construction. Construction permitting is administered by the SWRCB, while post-construction permitting is administered by the regional RWQCB. In California, NPDES permits are also referred to as WDRs that regulate discharges to waters of the United States and waters of the State.

On November 16, 1990, the U.S. EPA published final regulations that established stormwater permit application requirements for specified categories of industries. The regulations provide that discharges of stormwater to waters of the United States from construction projects are effectively prohibited unless the discharge complies with an NPDES Permit. On August 19, 1999, the SWRCB reissued the General Construction Stormwater Permit (Water Quality Order 99-08-DWQ). On December 8, 1999, the State Water Board amended Order 99-08-DWQ to apply to sites as small as one acre.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2022-0057-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

To obtain coverage under the Construction General Permit, Permit Registration Documents (PRDs), including a Notice of Intent (NOI), Risk Assessment, Site Map, and Storm Water Pollution Prevention Plan (SWPPP), among others, must be filed with the SWRCB prior to the commencement of construction activity. The NOI would notify the SWRCB of the applicant's intent to comply with the Construction General Permit. The SWPPP, which must be prepared by a certified Qualified SWPPP Developer (QSD), would include a list of Best Management Practices (BMPs) the discharger would use to protect stormwater run-off and the placement of those BMPs. Additionally, the project's SWPPP must contain a visual monitoring program and a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs.

Groundwater Management Act

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Water Code Section 10750, et seq.). Groundwater management, as defined in DWR's Bulletin 118 Update 2003, is the planned and

coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are generally identified and addressed at the local level in the form of Groundwater Management Plans (GMP). The Act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under the Act, development of a GMP by a local water agency is voluntary.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the Department of Water Resources launched the Sustainable Groundwater Management (SGM) Program to implement the law and provide ongoing support to local agencies around the State. The SGMA:

- Establishes a definition of "sustainable groundwater management";
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

Specifically, SGMA requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP. According to the California Department of Water Resources, the Antelope Valley Groundwater Basin is categorized as a "very low" priority basin.[14] Therefore, there is no groundwater sustainability plan established for the Basin.

REGIONAL LEVEL

Water Quality Control Plan for the Lahontan Region, North And South Basins

The project site is within the jurisdictional boundaries of the Lahontan RWQCB. As one of nine regional boards in the State, the Lahontan RWQCB develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Its duties include developing "basin plans" for its hydrologic area, issuing WDRs, taking enforcement action against violators, and monitoring water quality. In March 1995, a *Water Quality Control Plan for the Lahontan Region, North and South Basins* (Basin Plan), adopted by the Lahontan RWQCB, took effect. The Basin Plan incorporates language from and replaces three earlier plans: the Lahontan RWQCB's *1975 North and South Lahontan Basin Plans*, as amended through 1991. The earlier plans were combined into a single plan which was adopted by the Lahontan RWQCB in November 1994 and took effect upon approval

[14] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp2018-dashboard/p1/, accessed December 23, 2024.

by the California Office of Administrative Law in March 1995. The current Basin Plan incorporates amendments effective August 1995 through September 22, 2021.

Antelope Valley Integrated Regional Urban Water Management Plan

The *Antelope Valley Integrated Regional Water Management Plan* (Antelope Valley IRWMP) is a multi-county collaboration effort developed to address regional concerns about water supply reliability, water quality, flood protection, environmental resources, and land use management in the Antelope Valley. It should be noted that the current Antelope Valley IRWMP (2019) includes new information as required by the DWR's *2016 Integrated Regional Water Management Proposition 1 Guidelines* as well as updates to information from the previous Antelope Valley IRWMP prepared in 2013. The Antelope Valley Groundwater Basin Adjudication Judgment (Judgment) determined the Basin is in a state of overdraft, established respective water rights among groundwater producers based on the Basin's Native Safe Yield, and ordered a ramp down of production to meet the Native Safe Yield by 2023. Following the adjudication, the Antelope Valley Watermaster was formed to implement the Judgment. The Watermaster is charged with administering the adjudicated water rights and managing the groundwater resources within the adjudicated portion of the Antelope Valley.

LOCAL LEVEL

City of Lancaster Master Plan of Drainage

In 1992, the City adopted the *City of Lancaster Master Plan of Drainage Update*. The Master Plan of Drainage (dated May 2019 and revised December 3, 2020) contains updated facilities and drainage fee schedules. The City funds all Master Plan of Drainage facilities through drainage impact fees and drainage maintenance fees. As undeveloped lands are covered or paved over, their natural absorption capabilities are reduced, and the amount of runoff is increased. Even small amounts of rain in the Lancaster area can cause flooding problems because of the general lack of adequate storm drain facilities.

For areas located on the extreme west and east sides of the City that were determined to be remotely located in relationship to existing drainage infrastructure that could manage and convey runoff from such areas, the Master Plan of Drainage calls for proposed developments to include floodplain management measures that mitigate the floodplain impacts associated with the development to less-than-significant levels. These measures typically include the continued acceptance of pre-development flows from upstream areas tributary to the development, the safe conveyance of flow through or around the development without an adverse effect to adjacent properties, and the discharge of flows to downstream areas in a manner consistent with pre-development flow characteristics. Areas within a development dedicated to flood mitigation will be encumbered with a drainage and maintenance covenant with the City to ensuring that flood mitigation features will be maintained. The drainage and maintenance covenant agreement will ensure that flood mitigation features remain configured as intended. Drainage facilities not included in the Master Plan of Drainage that may be necessary to convey storm water through the development are the developer's sole responsibility. Additionally, drainage from a development needs to be properly conveyed downstream to a suitable receiving

facility; if these facilities do not serve the needs of the Master Plan of Drainage, they are the developer's sole responsibility.

City of Lancaster Storm Water Management Program

The CWA mandates that cities in major metropolitan areas, such as Los Angeles County, obtain permits to "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable..." The U.S. EPA has delegated this authority to the State of California, which has authorized the SWRCB and its local regulatory agencies, the RWQCBs, to control nonpoint source discharges to California's waterways.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These regional MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA Section 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The City of Lancaster has been designated a regulated Small Municipal Separate Storm System by the U.S. EPA pursuant to 40 Code of Federal Regulations (CFR) 122.322(a)(1). To comply with the Phase II regulations of the NPDES, the City filed an NOI to comply with the SWRCB Small MS4 General Permit in lieu of obtaining an individual permit. In compliance with Federal regulations, the City submitted an NOI, a Storm Water Management Program (SWMP), and applicable fee on March 7, 2003. On April 20, 2003, NPDES General Permit No. CAS000004 was adopted. The objective of the City's SWMP is to establish ordinances, policies, procedures, and practices to manage and control the quality of stormwater runoff in Lancaster.

City of Lancaster General Plan 2030

The General Plan includes the Plan for the Natural Environment, Plan for Public Health and Safety, Plan for Municipal Services and Facilities, all of which identifies objectives and policies to address the City's hydrology and water quality. The following policies are relevant to the proposed project:

PLAN FOR THE NATURAL ENVIRONMENT

Objective 3.1:	Protect, maintain, and replenish groundwater supplies to meet present and future urban and rural needs.
Policy 3.1.1:	Ensure that development does not adversely affect the groundwater basin.
Policy 3.1.2:	Promote efforts to exert greater City control over the existing water supply and to explore potential new sources.

Policy 3.1.3: Encourage the use of recycled tertiary treated wastewater when possible.

Objective 3.5: Preserve land resources through the application of appropriate soils management techniques and the protection and enhancement of surrounding landforms and open space.

Policy 3.5.1 Minimize erosion problems resulting from development activities.

SAFETY ELEMENT (FORMERLY PLAN FOR PUBLIC HEALTH AND SAFETY)

Policy 4.2.1 Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from a FEMA 100-year flood.

Policy 4.2.2 Require structures designed for human occupancy within the 100-year floodplain to comply with the City's floodplain ordinance.

Policy 4.2.3 Retain undeveloped or vacant land within the 100-year floodplain as very low-density rural uses or open space uses where plans for the construction of flood control facilities are absent.

Policy 4.2.4 Require new development, redevelopment, or major remodels to reduce on-site drainage flows below existing levels and increase groundwater recharge where appropriate.

Policy 4.2.5 Design storm drainage infrastructure to accommodate existing and anticipated storm flows associated with changing climatic conditions.

PLAN FOR MUNICIPAL SERVICES AND FACILITIES

Objective 15.1: Achieve and maintain the following levels of service: Flood Control – Provision of protection of structures for human occupancy from the FEMA 100-year flood.

Policy 15.1.3 Ensure that adequate flood control facilities are provided, which maintain the integrity of significant riparian and other environmental habitats in accordance with Biological Resources policies.

Policy 15.1.4 Ensure that mitigation is provided for all development in recognized flood prone areas. Any mitigation of flood hazard in one area shall not exacerbate flooding problems in other areas.

Lancaster Municipal Code

Lancaster Municipal Code (LMC) Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*, prohibits persons from disturbing or causing the disturbance of surface or subsurface land by excavating, grading, leveling, cultivating, plowing, discing, removing any existing vegetation or by

depositing or spreading a quantity of soil on said land, or by any other act likely to cause or contribute to dust emission or wind erosion of said land. The section also states that persons are prohibited from causing or aggravating an existing dust or wind erosion condition without providing sufficient protection so as to prevent the soil on said land from being eroded by wind, creating dust, or blowing into a public road or roads or other public or private property.

LMC Section 8.50, *Landscaping Installation and Maintenance*, establishes various requirements that establish a structure for planning, designing, installing, maintaining and managing water efficient landscapes in new construction and rehabilitated projects. Specifically, LMC Section 8.50.110, *Grading design plan*, requires that grading of a project site be designed to minimize soil erosion, runoff, and water waste. LMC Section 8.50.200, *Stormwater management and rainwater retention*, establishes stormwater management practices or technical requirements for existing and/or new landscape that minimize runoff and increase rainwater retention and infiltration.

LMC Chapter 13.04, *Drainage Regulations*, requires the maintenance of drainage facilities, prohibits depositing trash or debris in stormwater drainage facilities, and establishes the City's intent to construct planned drainage facilities and to designate fees that are fairly apportioned within the drainage area based on the need for drainage facilities created by the proposed subdivision and development of other property within such area.

LMC Title 15, *Buildings and Construction,* contains the requirements of the following codes: building, residential, electrical, mechanical, plumbing, security, property maintenance, energy, historical buildings, fire, green building standards, and existing buildings. Specifically, LMC Section 15.64.060, *Drainage/flood control improvements fee*, requires that all new development in the City pay a drainage/flood control improvements fee to mitigate the stormwater runoff impacts caused by new development.

LMC Chapter 16.24, *Improvements, dedications and reservations*, requires all improvements that are required by the conditions of a tentative map, by this chapter, or by any other City statute, ordinance or policy, to conform with the requirements within LMC Chapter 16.24, including those outlines in LMC Article II, *Drainage Facilities*, of this chapter. Specifically, LMC Section 16.24.140, *Hydrology study*, requires a hydrology study to be submitted and approved prior to the filing of the final map. The hydrology study would verify, among other things, that the proposed streets and existing downstream streets are designed to carry a 50-year storm, top of curb to top of curb, and 100-year storm within the right-of-way. Additionally, the anticipated flow through the subdivisions and/or potential drainage problems would be mitigated through the installation of drainage structures such as culverts, storm drains, or other improvements in accordance with LMC Section 16.24.150, *Mitigation of storm and nuisance water runoff*.

5.7.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (refer to Impact Statement HWQ-1);

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-2);

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

   i) Result in substantial erosion or siltation on- or off-site (refer to Impact Statement HWQ-3);

   ii) Substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site (refer to Impact Statement HWQ-3);

   iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (refer to Impact Statement HWQ-3); or

   iv) Impede or redirect flood flows (refer to Impact Statement HWQ-3);

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Impact Statement HWQ-4); and/or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.7.4 IMPACTS AND MITIGATION MEASURES

WATER QUALITY

HWQ-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.

Impact Analysis:

ANNEXATION ANALYSIS

Construction

Future development in accordance with the proposed land use designations and pre-zones within the annexation area that disturb less than one acre of land would be required to comply with the City's SWMP, which includes minimum control measures that minimize stormwater runoff during construction and operation. If future developments are anticipated to disturb more than one acre of land, a General Construction Permit under the NPDES program would be required and the future development project would be subject to the stormwater discharge requirements of a General Construction Permit. As stated, the U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies, including the SWRCB and its local regulatory agencies, the RWQCBs. This responsibility includes control of nonpoint source discharges to California's waterways, including waters of the State (i.e., surface water and groundwater), in accordance with the Porter-Cologne Water Quality Control Act. Specifically, the SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. The NPDES permit is divided into two parts: construction and post-construction. Construction permitting is administered by the SWRCB, while post-construction permitting is administered by the regional RWQCB. In California, NPDES permits are also referred to as WDRs that regulate discharges to waters of the United States and waters of the State. Compliance with the General Construction Permit would require submittal of an NOI, SWPPP, Risk Assessment, and other documents prior to the commencement of soil disturbing activities. The SWPPP would identify point and nonpoint sources of pollutant discharge associated with the future development project that could adversely affect water quality in the City. The SWPPP would also list proposed BMPs to be implemented by future development projects to control sediment and other pollutants in stormwater and non-storm water runoff. Further, the SWPPP is required to include a visual monitoring program, a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a water body listed on the State's 303(d) list of impaired waters. Examples of construction BMPs include soil and wind erosion controls, sediment controls, tracking controls, non-stormwater management controls, and waste management controls. Selection and implementation of these BMPs would occur on a case-by-case basis and would be based on the pollutants of concern for the specific project site and the BMP's ability to effectively treat those pollutants, in consideration of site conditions and constraints dependent on project size and stormwater treatment needs. Compliance with existing regulations would minimize construction-related water quality impacts associated with future development projects within the annexation area. Impacts would be less than significant.

Operations

Buildout in accordance with the proposed land use designations and pre-zones within the annexation area could contribute to water quality degradation in the City as it would increase impervious areas within the annexation area, thus increasing urban runoff. As the proposed land use designations and pre-zones would allow for a variety of uses, substances such as oils, fuels, paints, and solvents may be

transported to nearby drainages, watersheds, and groundwater in stormwater runoff. The significance of these water quality impacts would vary depending upon a variety of conditions, including weather conditions, soil conditions, increased sedimentation of drainage systems within the area, compliance with MS4 and NPDES permit requirements, and proper installation of BMPs. Further, in accordance with LMC Section 8.50.200, *Stormwater management and rainwater retention*, stormwater management practices or technical requirements for existing and/or new landscaping would be required for new developments to minimize runoff and increase rainwater retention and infiltration.

Additionally, applicable future development projects would be required to prepare a Water Quality Management Plan (WQMP) in compliance with the NPDES permit requirements. Project-specific WQMPs are intended to reduce pollutants and post-development runoff and can include low impact development (LID) features, site design BMPs, and structural/nonstructural treatment BMPs to address post-construction stormwater runoff management. LID features may include techniques to infiltrate, filter, store, evaporate, or retain runoff close to the source of runoff, and are consistent with the prescribed hierarchy of treatment provided in the regional MS4 permit. Selection of LID and additional treatment control BMPs would be based on the pollutants of concern for the specific project site and the BMP's ability to effectively treat those pollutants, in consideration of site conditions and constraints. Additionally, future projects would be required to comply with the City's SWMP, which includes additional minimum control measures that reduce stormwater runoff during operation. Overall, future development projects would be required to comply with existing regulations for water quality standards or WDRs and would be ensured as part of the City's plan review process. Impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Construction

Future development in accordance with the NLISP that disturbs less than one acre of land would be required to comply with the City's SWMP, which includes minimum control measures that minimize stormwater runoff during construction and operation. If future developments are anticipated to disturb more than one acre of land, a General Construction Permit under the NPDES program would be required and the future development project would be subject to the stormwater discharge requirements of a General Construction Permit. Therefore, future development in accordance with the NLISP would be required to obtain a General Construction Permit. Compliance with the General Construction Permit would require submittal of an NOI, SWPPP, Risk Assessment, and other documents prior to the commencement of soil disturbing activities. As stated, the SWPPP would identify point and nonpoint sources of pollutant discharge associated with the future development project and list proposed BMPs to be implemented to control sediment and other pollutants in stormwater and non-storm water runoff. Compliance with existing regulations would minimize construction-related water quality impacts associated with future development within the Specific Plan area. Impacts would be less than significant.

Operations

Buildout in accordance with the NLISP could contribute to water quality degradation in the City as it would increase impervious areas within the Specific Plan area, thus increasing urban runoff. As

buildout in accordance with the NLISP would allow for light and heavy industrial uses, substances such as oils, fuels, paints, and solvents may be transported to nearby drainages, watersheds, and groundwater in stormwater runoff. However, in accordance with LMC Section 8.50.200, *Stormwater management and rainwater retention*, stormwater management practices or technical requirements for existing and/or new landscaping would be required for new developments to minimize runoff and increase rainwater retention and infiltration.

Additionally, applicable future development projects would be required to prepare a WQMP in compliance with the NPDES permit requirements. Overall, future development projects would be required to comply with existing regulations for water quality standards or WDRs and would be ensured as part of the City's plan review process. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

GROUNDWATER SUPPLIES

HWQ-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Impact Analysis:

ANNEXATION ANALYSIS

As the annexation area is primarily vacant, future development projects would increase the amount of impervious areas, which has the potential to interfere with groundwater recharge. It is not anticipated that this change in imperviousness would interfere with natural groundwater recharge since direct rainfall from the Lancaster area makes an inconsequential contribution to overall groundwater recharge of aquifers in the Antelope Valley.[15]

Although impacts to natural groundwater recharge are not anticipated, impacts to groundwater supplies because of future development could occur. The annexation area is in the Antelope Valley Groundwater Basin, which is managed by the Antelope Valley Watermaster. Prolonged drought conditions in recent years, which resulted in decreased runoff and recharge, and declining water levels in much of the Basin, resulted in an overall decrease in groundwater in storage.[16] However, since 2015, a judgement was administered for the Basin to establish a safe yield for groundwater production and

[15] Los Angeles County Department of Public Works, *Antelope Valley Integrated Regional Water Management Plan, 2019 Update*, https://pw.lacounty.gov/wwd/avirwmp/docs/finalplan/2019%20Final%20AV%20IRWMP.pdf, accessed September 17, 2024.

[16] Antelope Valley Watermaster, *Final Antelope Valley Watermaster 2021 Annual Report*, https://avwatermaster.net/wp-content/uploads/2022/07/Final-AVWM-2021-Annual-Rpt-7-28-22.pdf, accessed December 29, 2024.

an allocation of that safe yield among Basin producers. Since long-term recharge is expected to be stable, it is anticipated that groundwater pumping, and hence supply, will be reliable even in short-term and multiple year droughts. Thus, groundwater is considered a very reliable supply for the Antelope Valley Region. Additionally, with the introduction of State Water Project water and increasing urbanization, the water table depressions have either stabilized or increased in the Antelope Valley Region.[17]

Due to the potential increased water demand generated by the proposed land use designations and pre-zones in the annexation area, groundwater demand may increase and total water demand in the City and Antelope Valley may similarly increase. Each future development project would have a specific impact on water demand, depending on the proposed land uses and development intensity. However, as discussed in Section 5.11, *Utilities and Service Systems*, future development would be required to adhere to Title 20 of the CCR and implement water efficiency design standards. All future developments would be required to obtain a water will serve letter or equivalent prior to issuance of building permits. Therefore, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

As the Specific Plan area is primarily vacant, future buildout of the NLISP would increase impervious areas, which has the potential to interfere with groundwater recharge. As stated, it is not anticipated that this change in imperviousness would interfere with natural groundwater recharge since direct rainfall from the Lancaster area makes an inconsequential contribution to overall groundwater recharge of aquifers in the Antelope Valley.[18]

As detailed in Section 5.11, *Utilities and Service Systems*, the estimated water demand associated with buildout of the NLISP would be adequately accommodated by LACWD 40's water supply. As a result, buildout of the NLISP would not substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

DRAINAGE PATTERNS

HWQ-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERNS OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT

[17] Ibid.

[18] Los Angeles County Department of Public Works, *Antelope Valley Integrated Regional Water Management Plan, 2019 Update*, https://pw.lacounty.gov/wwd/avirwmp/docs/finalplan/2019%20Final%20AV%20IRWMP.pdf, accessed September 17, 2024.

WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.

Impact Analysis:

ANNEXATION ANALYSIS

Erosion/Siltation

Construction for future development within the annexation area would involve earthmoving activities, which have the potential to result in soil erosion or siltation. If the future development disturbs less than one acre of land, the development would be required to comply with the City's SWMP, which includes minimum control measures that minimize stormwater runoff resulting from erosion or siltation during construction and operation. If the future development disturbs more than one acre of land, a General Construction Permit under the NPDES program would be required and the future development would be subject to the stormwater discharge requirements of a General Construction Permit. Compliance with the General Construction Permit would require submittal of an NOI, SWPPP, Risk Assessment, and other documents prior to the commencement of soil disturbing activities. The SWPPP would list structural and non-structural BMPs to be implemented by future developments to control erosion and sediment during construction and operation. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion. Future developments would also require development and implementation of an erosion control plan. These plans would include but not be limited to erosion and sediment control, general housekeeping practices such as sweeping up of site debris, proper waste disposal procedures, use of tarps or other controls on soil stockpiles, containment of building materials, and inspection for and repair of leaks and spills from construction vehicles. LMC Section 8.50.110, *Grading design plan*, also requires that grading of a project site be designed to minimize soil erosion, runoff, and water waste. Furthermore, LMC Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*, prohibits the disturbance of surface or subsurface land by excavating, grading, leveling cultivating, plowing, discing, removing any existing vegetation or by depositing or spreading a quantity of soil on said land, or by any other act likely to cause or contribute to dust emission or wind erosion of said land during construction activities. LMC Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*, also prohibits the aggravation of existing dust or wind erosion condition without providing sufficient protection. Compliance with existing regulations would minimize construction- and operation-related erosion and siltation impacts associated with future development projects within the annexation area. Impacts would be less than significant.

Flooding

Portions of the annexation area are within flood hazard zones. Specifically, the northern and southern portions of the annexation area are located within areas having a one percent or greater chance of flood occurrence within any given year; refer to Exhibit 5.7-1. As such, future development within these areas could be prone to flooding. However, all future development would be required to comply with applicable federal, State, and local regulations related to flood control. These regulations and requirements may include preparation of hydrology and/or drainage studies per LMC Section

16.24.140, *Hydrology study*; installation of drainage structures such as culverts, storm drains, or other improvements in accordance with LMC Section 16.24.150, *Mitigation of storm and nuisance water runoff*; implementation of stormwater management practices for proposed landscaping per LMC Section 8.50.200, *Stormwater management and rainwater retention*; and payment of drainage/flood control improvement fees per LMC Section 15.64.060, *Drainage/flood control improvements fee*.

Further, the Master Plan of Drainage requires that drainage facilities not identified in the plan but that may be necessary to convey storm water through a proposed development be the developer's sole responsibility. Therefore, impacts related to flooding resulting from altered drainage patterns would be less than significant.

Stormwater Drainage System

Future development within the annexation area would be constructed on predominately vacant, undeveloped land, and would generally result in an increase in impervious surfaces and stormwater runoff in the area. As stated, the annexation area does not have any existing storm drain infrastructure. However, the City has plans to construct a regional storm drain (sized for 50-year storm events) (i.e., regional earthen channel) in the southwestern portion of the annexation area to the west of SR-14 (i.e., near the northwestern corner of the Avenue F and SR-14 intersection). Additional planned regional storm drains (sized for 50-year storm events) (i.e., regional earthen channels and reinforced concrete pipes) and proposed outlet/energy dissipators are located off-site within existing City limits along the southern boundary of the annexation area.

Compliance with the City's SWMP, NPDES General Construction Permit (if applicable), and LMC would ensure future developments in the annexation area adequately mitigate potential impacts related to altering existing drainage patterns and increases in stormwater runoff. Therefore, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Erosion/Siltation

Construction of future development in accordance with the NLISP would involve earthmoving activities, which have the potential to result in soil erosion or siltation. However, if the future development disturbs less than one acre of land, the development would be required to comply with the City's SWMP. If the future development disturbs more than one acre of land, a General Construction Permit under the NPDES program would be required and the future development would be subject to the stormwater discharge requirements of a General Construction Permit. Compliance with the General Construction Permit would require submittal of an NOI, SWPPP, Risk Assessment, and other documents prior to the commencement of soil disturbing activities. As described in the NLISP, future development would also require development and implementation of an erosion control plan. LMC Section 8.50.110, *Grading design plan*, also requires that grading of a project site be designed to minimize soil erosion, runoff, and water waste. Furthermore, implementation of the NLISP would be required to comply with LMC Section 15.64.060, *Drainage/flood control improvements fee*, and LMC Section 8.16.030, *Disturbing Surface of Land or Causing Wind Erosion Prohibited*, as well as the NPDES program requirements. Moreover, LMC Section

15.64.060, *Drainage/flood control improvements fee*, funds mitigation of stormwater runoff impacts caused by the construction and operation of new development. Compliance with existing regulations, would minimize construction- and operation-related erosion and siltation impacts associated with buildout of the NLISP. As such, impacts would be less than significant.

Flooding

Portions of the Specific Plan area are within flood hazard zones. Specifically, the southeastern portion (i.e., portions of Planning Areas 3 and 5 through 8) of the Specific Plan area is located within an area having a one percent or greater chance of flood occurrence within any given year; refer to Exhibit 5.7-1. As such, future development in accordance with the NLISP could be located in areas that are prone to flooding.

To accommodate future development in the Specific Plan area, future improvements include a 2,125 acre-foot water retention pond (i.e., Pond Three) within Planning Area 3; refer to Hydrology Study Appendix XXIV. Pond Three would be designed to mitigate the additional stormwater entering Piute Ponds from the channelization of the stormwater along the Amargosa Creek, and additional impervious surfaces associated with future NLISP buildout. Proposed channels would convey the generated stormwater in a northeasterly direction towards Piute Ponds where stormwater would overflow back into the existing drainage pattern. Where the channel system terminates, the pre-developed storm runoff volume would be maintained to not lessen the amount of natural storm water entering Piute Ponds. Additionally, future development in accordance with the NLISP would require individual detention basins and storm drain systems for each development site. These systems would be designed as part of project-specific site plans during the planning stage of the entitlement process. The required detention systems would be designed to comply with the City's storm water management requirements in accordance with LMC Section 16.24.150, *Mitigation of storm and nuisance water runoff*. Each system would be site-specific and designed for individual sites not utilizing the master planned channels and ponds to satisfy the design specifications.

Further, all future development would be required to comply with applicable federal, State, and local regulations related to flood control. These regulations and requirements may include preparation of hydrology and/or drainage studies per LMC Section 16.24.140, *Hydrology study*; implementation of stormwater management practices for proposed landscaping per Municipal Code Section 8.50.200, *Stormwater management and rainwater retention*; and payment of drainage/flood control improvement fees per LMC Section 15.64.060, *Drainage/flood control improvements fee*. Additionally, per the National Flood Improvement Program Floodplain Management Requirements Guide and Title 44 CFR Sections 60.3(c)(7) and (c)(11), all new construction in AO zones must have the structure lowest floor elevated above the highest adjacent grade. Adequate drainage paths would be required around future development to guide floodwater around and away from the proposed buildings, as applicable. As described in the NLISP, the master storm drain system for the Specific Plan area would follow the standards provided in the City's Master Plan of Drainage. The Master Plan of Drainage requires that drainage facilities not identified in the plan but that may be necessary to convey storm water through a proposed development be the developer's sole responsibility. Additionally, any drainage from a future development project needs to be properly conveyed downstream to a suitable receiving facility; should these facilities not serve the needs of the Master Plan of Drainage, implementation of the

facilities would be the developer's sole responsibility. Therefore, impacts related to flooding resulting from altered drainage patterns would be less than significant.

Stormwater Drainage System

As stated, proposed channels, a water retention pond (i.e., Pond Three), and individual site-specific detention basins and storm drain systems would be designed to adequately mitigate additional stormwater associated with future buildout of the NLISP. Compliance with existing local, State, and federal regulations related to stormwater systems would also reduce potential impacts to less than significant levels.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

PROJECT INUNDATION

HWQ-4 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION FROM FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES.

Impact Analysis:

ANNEXATION ANALYSIS

Flooding can occur during and immediately after periods of heavy rain fall, or from tsunamis, seiches, or dam failure. Refer to Impact Statement HWQ-3 for a discussion regarding flood hazards.

Tsunamis are large waves caused by the sudden displacement of water that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis generally affect low-lying areas along the coastline. The annexation area is located over 50 miles inland, and not located within a designated Tsunami Hazard Area. Thus, tsunamis are not a potential hazard.

Seiches are oscillating standing waves generated by two waves traveling in opposite directions in an enclosed body of water. They can be caused by wind or earthquake-related ground shaking. The annexation area is not near any large bodies of water capable of inducing seiches. It is acknowledged that Apollo Community Regional Park, located approximately 1.9 miles to the west of the annexation area at 4555 Avenue G, contains a large man-made lakes. However, this body of water is not large enough to induce seiches. Thus, seiches are not a potential hazard. Dam failure is the structural collapse of a dam that releases the water stored in the reservoir behind the dam. A dam failure is usually the result of the age of the structure, inadequate spillway capacity used in construction, or structural damage caused by an earthquake or flood. Amargosa Creek Dam is located approximately

15 miles southwest of the annexation area. However, the annexation area is not located within the inundation area of the dam.[19] Thus, dam failure is not a potential hazard.

Overall, future development within the annexation area would result in less than significant impacts with regards to the release of pollutants due to project inundation from flood hazard, tsunami, or seiche zones.

SPECIFIC PLAN ANALYSIS

The analysis provided above for the Annexation Analysis is also applicable to the Specific Plan Analysis.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

WATER QUALITY CONTROL OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN

HWQ-5 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Impact Analysis:

ANNEXATION ANALYSIS

The project site is in the Antelope Valley Groundwater Basin (Basin). As stated, the Basin is categorized as a "very low" priority basin by the California Department of Water Resources. Therefore, no groundwater sustainability plan is established for the Basin. However, the City is located within the South Lahontan Hydrologic Region and is subject to the objectives and limits of the Basin Plan under the jurisdiction of the Lahontan RWQCB. Water quality standards and control measures for surface and ground waters of the Lahontan Region are contained in the Basin Plan. Refer to Impact Statement HWQ-1 for a discussion regarding project impacts to water quality.

SPECIFIC PLAN ANALYSIS

The analysis provided above for the Annexation Analysis is also applicable to the Specific Plan Analysis.

Mitigation Measures: No mitigation measures are required.

[19] California Department of Water Resources, *Dam Breach Inundation Map Web Publisher*, February 24, 2020, https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2, accessed December 29, 2024.

Level of Significance: Impacts would be less than significant.

5.7.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

WATER QUALITY

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.**

Impact Analysis: Cumulative projects could contribute to water quality degradation that results in the violation of water quality standards or WDRs in the Antelope Valley Groundwater Basin. However, all cumulative projects would be required to mitigate site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES permit requirements (i.e., preparation of project-specific SWPPPs, WQMPs, and associated BMP/LID features).

As summarized above, future development projects within the annexation and Specific Plan areas could contribute to water quality degradation in the project site. In compliance with NPDES permit requirements, future development projects would be required to implement project-specific SWPPPs and WQMPs to minimize off-site discharge of anticipated and potential pollutant runoff during the construction and operations. As a result, future development projects would not result in the violation of water quality standards or WDRs or otherwise substantially degrade water quality. Implementation of the proposed project would not result in a substantial cumulative contribution to water quality impacts and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

GROUNDWATER SUPPLIES

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.**

Impact Analysis: Cumulative impacts to groundwater supplies as a result of future development are anticipated to occur as water demand increases with each development. However, all projects would be required to mitigate project-specific impacts groundwater supplies on a project-by-project basis pursuant to all applicable federal, State, and local regulations and requirements.

As summarized above, future development projects within the annexation and Specific Plan areas could result in impacts to groundwater supplies. However, adherence to State and local regulations would minimize impacts associated with the annexation to groundwater supplies. Impacts would be less than significant. Additionally, the estimated water demand associated with buildout of the NLISP would be adequately accommodated by LACWD 40's water supply. As a result, buildout of the NLISP would not substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Implementation of the proposed project would not result in a substantial cumulative to groundwater supplies and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

DRAINAGE PATTERNS

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERNS OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.**

Impact Analysis: Cumulative projects could alter local drainage patterns and result in substantial erosion/siltation, flooding, and/or stormwater in excess of planned capacity. However, as stated above, cumulative projects would be required to evaluate site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements. These regulations would require project-specific BMPs, LID features, and/or on-site retention techniques, which would reduce peak flow rate or runoff volumes. If a future development project disturbs more than one acre of land, a General Construction Permit under the NPDES program would be required to prepare a project-specific SWPPP and WQMP with associated BMPs to be implemented.

The proposed annexation and NLISP could alter local drainage patterns and result in substantial erosion/siltation, flooding, and/or stormwater in excess of planned capacity. However, upon compliance with existing regulations, future development within the annexation area would result in less than significant impacts. Additionally, to accommodate future development in the Specific Plan area, future improvements include channelizing stormwater along the Amargosa Creek and installation of a 2,125 acre-foot water retention pond (i.e., Pond Three) within Planning Area 3; refer to Appendix 11.5. Pond Three would be designed to mitigate the additional stormwater entering Piute Ponds from

the channelization of the stormwater along the Amargosa Creek, and additional impervious surfaces associated with future development. Additionally, future development in accordance with the NLISP would require development of individual detention basins and storm drain systems within the Specific Plan area. These systems would be designed as part of project-specific site plans during the planning stage of the entitlement process. Thus, the project would not result in a substantial cumulative contribution to erosion, siltation, or flooding on- or off-site and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

PROJECT INUNDATION

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION FROM FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES.**

Impact Analysis: Cumulative projects developed within identified flood zones may result in the release of pollutants due to project inundation from flood hazards. However, all cumulative projects would be required to mitigate site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local regulations and requirements, including LMC requirements for installation of drainage structures and payment of drainage/flood control improvement fees. Additionally, individual project compliance with NPDES permit requirements regarding the preparation of a SWPPP and/or WQMP to implement site-specific structural and non-structural BMP controls would further minimize the risk of releasing pollutants due to project inundation.

The proposed annexation and Specific Plan areas are not located in areas which could be subject to tsunamis, seiches, or dam failure. However, the proposed annexation and NLISP could result in the release of pollutants due to project inundation from flood hazards. Future developments within the annexation area would be required to comply with applicable federal, State, and local regulations related to flood control. Further, to accommodate future development in the Specific Plan area, future improvements include channelizing the stormwater along Amargosa Creek and constructing a 2,125 acre-foot water retention pond (i.e., Pond Three) within Planning Area 3. Additionally, future development in accordance with the NLISP would require development of individual detention basins and storm drain systems for the Specific Plan area. These systems would be designed as part of project-specific site plans during the planning stage of the entitlement process. Thus, the project would not result in a substantial cumulative impact regarding the release of pollutants due to project inundation from flood hazards and cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

WATER QUALITY CONTROL OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.**

Impact Analysis: No groundwater sustainability plan has been established for the Antelope Valley Groundwater Basin. However, water quality standards and control measures for surface and ground waters of the Lahontan Region are contained in the Basin Plan. Cumulative projects developed within the Antelope Valley Groundwater Basin could contribute to water quality degradation through increasing impervious areas and urban runoff. However, all cumulative projects would be required to mitigate site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local regulations and requirements, including NPDES permit requirements (i.e., preparation of project-specific SWPPPs, WQMPs, and associated BMP/LID features) and LMC requirements, which would require installation of drainage structures and payment of drainage/flood control fees, as applicable.

The proposed annexation and NLISP could contribute to water quality degradation by potentially increasing impervious areas in the City and thus increasing urban runoff. However, with adherence to State and local regulations, impacts associated with the proposed annexation and NLISP regarding a conflict with the water quality control plan would be less than significant. As a result, future development projects would not result in substantial cumulative contribution related to conflict with a water quality control plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

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5.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the project. The analysis in this section is based in part on the following technical study (refer to Appendix 11.6, *Hazardous Materials Documentation*):

- *Preliminary Hazardous Materials Assessment for the Westside Annexation and Specific Plan Project* (Preliminary Hazardous Materials Assessment), prepared by Michael Baker International, dated December 20, 2024.

For the purpose of this analysis, the term "hazardous material" refers to both hazardous substances and hazardous waste. A material is defined as "hazardous" if it appears on a list of hazardous materials prepared by a federal, State, or local regulatory agency, or if it possesses characteristics defined as "hazardous" by such an agency. A "hazardous waste" is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity).

5.8.1 EXISTING SETTING

HAZARDOUS BUILDING MATERIALS

Structures within the annexation area constructed between the 1940s and the 1970s may be associated with hazardous building materials (e.g., asbestos-containing material [ACM] and/or lead-based paint [LBP]). Additionally, universal waste (certain categories of hazardous waste such as batteries, electronics, mercury-containing equipment, and lamps that are commonly generated by a wide variety of establishments) are present within Lancaster.

Asbestos is a strong, incombustible, and corrosion resistant material, which was used in many commercial products since prior to the 1940s and up until the early 1970s. If inhaled, asbestos fibers can result in serious health problems. The California Division of Occupational Safety and Health (Cal/OSHA) asbestos construction standard (Title 8, California Code of Regulations (CCR), Section 1259) defines ACM as material containing more than one percent asbestos. Asbestos Containing Construction Material (ACCM) is defined as any manufactured construction material which contains more than one tenth of one percent asbestos by weight (a lower threshold than the one percent for ACM). Suspect materials that may contain ACMs include, but may not be limited to, drywall systems, floor tiles, ceiling tiles, and roofing systems.

Lead has long been used as a component of paint, primarily as a pigment and for its ability to inhibit and resist corrosion. Over time, as concern over the health effects associated with lead began to grow, health and environmental regulations were enacted to restrict the use of lead in certain products and activities in the U.S. In the last 25 years, lead-based paint, leaded gasoline, leaded can solder, and lead-containing plumbing materials were among the products that were gradually restricted or phased out of use.

Polychlorinated biphenyls (PCBs) are a group of man-made organic chemicals and was domestically manufactured from 1929 until it was banned in 1979. PCBs were used in hundreds of industrial and commercial applications including electrical, heat transfer, and hydraulic equipment, industrial equipment, and plasticizers.

SITES HANDLING, STORING, AND TRANSPORTING HAZARDOUS MATERIALS

According to the Preliminary Hazardous Materials Assessment, a search of regulatory databases was conducted on August 20, 2024, which reported a total of 32 regulatory properties that identified the use, storage, and/or transport of hazardous materials. However, it should be noted that the reported regulatory properties are not necessarily indicative of a release of hazardous materials, but rather that hazardous materials are present at these sites.

Lancaster Water Reclamation Plant

The Lancaster Water Reclamation Plant, located at 1865 Avenue D, currently provides primary, secondary, and tertiary treatment for the residents and businesses of the City of Lancaster, and portions of the City of Palmdale and unincorporated areas of Los Angeles County. It has a design capacity of 18 million gallons per day (mgd) of wastewater and has an average recycled flow of 13 mgd. As such, this facility is listed in multiple regulatory databases as a site associated with the handling/use and storage of hazardous materials.

PAST RELEASES/CORTESE LIST

According to the Preliminary Hazardous Materials Assessment, six listings were noted in association with spill sites. Such listings tend to be minor in nature and are not necessarily indicative of a release requiring remediation enforced by a regulatory agency.

Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to California Code of Regulations (CCR) Tile 14 Section 18051 to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. Specifically, Government Code Section 65962.5 requires the California Department of Toxic Substances Control (DTSC) and State Regional Water Quality Control Board (SWRCB) to compile and update a regulatory site listing per the Code Section's criteria. Additionally, the State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to Health and Safety Code Section 116395. These lists are collectively known as the "Cortese List".[1]

The project site, including both the annexation area and Specific Plan area, is not listed pursuant to California Government Code Section 65962.5; refer to Appendix 11.6.

[1] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed December 16, 2024.

SEPTIC TANKS SYSTEMS

Septic systems are possible receivers of waste and can be the source for soil and groundwater contamination. The project site, including the annexation area and Specific Plan area, are currently comprised of undeveloped land, scattered rural residences, and industrial uses. As such, these uses may have supported, or currently utilize, septic systems.

SCHOOL SITES

The City is served by four school districts: Lancaster School District, Westside Union School District, Eastside Union School District, and Antelope Valley Union High School District.[2] These districts provide educational services for students in kindergarten through 12th grade. Additional educational facilities include private schools, joint-use programs, Antelope Valley Community College and satellite California State University, Bakersfield campus. No schools are located within one-quarter mile of the project site.

OFF-SITE PROPERTIES PRESENTING A CONCERN TO GROUNDWATER IN THE AREA

The Preliminary Hazardous Materials Assessment reviewed off-site properties and their likelihood to affect existing groundwater in the project site. The following is a discussion of such off-site properties.

Edwards Air Force Base

The Edwards Air Force Base (AFB) is comprised of approximately 470 square miles and is utilized by the United States Air Force as a testing ground for new and existing aircrafts. Edwards AFB consists of three operational areas (Main Base, South Base, and North Base) and is complete with runways and aircraft-related infrastructure. Edwards AFB has reported 469 contaminated sites which are divided into ten Operable Units (OU):

- OU-1: Main Base Flightline;
- OU-2: South Base;
- OU-3: Base-wide Water Wells;
- OU-4: Phillips Laboratory;
- OU-5: NASA/Jet Propulsion Laboratory;
- OU-6: NASA/Dryden;
- OU-7: Basewide Miscellaneous;
- OU-8: NW Main Base Flightline;
- OU-9: Phillips Laboratory (East); and
- OU-10: North Base.

[2] City of Lancaster, *Public School Districts*, https://www.cityoflancasterca.org/services/local-resources/education/public-school-districts, accessed December 16, 2024.

Significant soil and groundwater contamination exists resulting from industrial use, storage, disposal, and spills of solvents, fuels, and rocket propellant. Groundwater at Edwards AFB tends to flow towards the dry lake beds to the east, away from the project site. Other base-wide programs include an extensive Archival Research Program to locate past chemical weapon activity on the base (approximately 40 sites suspected). There is also an UST removal program (700 USTs removed).

In the summer of 1989, United States Environmental Protection Agency (U.S. EPA) listed Edwards AFB on the National Priorities List. A Federal Facility Agreement (FFA) between Edwards AFB, U.S. EPA, Lahontan Regional Water Quality Control Board (RWQCB), and DTSC was negotiated and became effective in October 1990.

According to the Preliminary Hazardous Materials Assessment, the developed portions of Edwards AFB is located approximately 16 miles to the northeast of the annexation area. However, it should be noted that the Edwards AFB boundaries are located closer and adjoins portions of the annexation area. The groundwater from the Edwards AFB flows to the east towards Rogers Dry Lake. Due to the distance and flow direction of groundwater, groundwater contamination from this facility would not impact the project site (neither the annexation area nor the Specific Plan area).

Lancaster Landfill and Recycling Center

The Lancaster Landfill and Recycling Center is a Class III municipal solid waste landfill that operates under permits issued by the Lahontan RWQCB, California Integrated Waste Management Board (CIWMB), County of Los Angeles, and Antelope Valley Air Quality Management District. This facility operates under Solid Waste Facility permit 19-AA-0050, issued February 19, 2013, by the County of Los Angeles. The facility is located on a 276-acre parcel, of which 210.3 acres are currently permitted for waste disposal. The active waste footprint is located west of Challenger Way (also known as 10th Street East). The administrative offices and maintenance facilities are located at the northwest end of the property. This facility was first operated by Lancaster Dump from 1954 to 1965 and then by Universal Refuse from 1965 until 1973. Waste Management of California, Inc. (WM) acquired the site in 1973.

Groundwater monitoring has been conducted since 1987. The results of these investigations indicated impacted groundwater. Since then, a groundwater extraction system was installed, and a Corrective Action Program was implemented. A landfill gas extraction and flare system began operation in February 1993.

The Lancaster Landfill and Recycling Center is located at 600 East Avenue F, approximately one mile to the east of the annexation area. However, according to the Preliminary Hazardous Materials Assessment, groundwater and runoff typically flow towards the closest body of water. The closest body of water to the Lancaster Landfill and Recycling Center is the Piute Ponds located two miles to the north of the landfill. As such, due to the distance and flow direction of groundwater, groundwater contamination from this facility would not impact the project site (neither the annexation area nor the Specific Plan area).

5.8.2 REGULATORY SETTING

FEDERAL LEVEL

According to the U.S. EPA, a "hazardous" waste is defined as one "which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed" (U.S. Public Health and Welfare Code Section 6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the federal and State levels. The federal and State laws provide the "cradle to grave" regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. Compliance with federal and State hazardous materials laws and regulations minimizes the potential risks to the public presented by these potential hazards.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The primary responsibility for implementing RCRA is assigned to the DTSC at the State level, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List, which are called Superfund sites.

Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting State, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The HMTUSA statute includes provisions to encourage uniformity among different State and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Emergency Planning and Community Right-To-Know Act (EPCRA)

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the "Emergency Planning and Community Right-to-Know Act of 1986" (EPCRA). The EPCRA required the establishment of State commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plan. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present;
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan);
- A plan for notifying the community that an incident has occurred;
- The names of response coordinators at local facilities; and
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The goal of the plan is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to State and local agencies the location and quantities of chemicals stored on-site. Under Section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The U.S. EPA maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

National Emission Standards for Hazardous Air Pollutants

The National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants established by the U.S. EPA. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Sources subject to NESHAPs are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance.

STATE LEVEL

The California Environmental Protection Agency (CalEPA) and the DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the CalEPA and DTSC, the Lahontan RWQCB is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other State agencies involved in hazardous materials management include the Office of Emergency Services (OES), California Department of Transportation (Caltrans), California Highway Patrol (CHP), California Air Resources Board (CARB), and the CIWMB.

Hazardous Materials Release Notification

Many State statutes require emergency notification of a hazardous chemical release, including, but not limited to, the following:

- California Health and Safety Codes Sections 25270.8, and 25507;
- Vehicle Code Section 23112.5;
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- Government Code Sections 51018, 8670.25.5 (a);
- Water Codes Sections 13271, 13272; and
- California Labor Code Section 6409.1 (b)10.

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration (Cal/OSHA) pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include: Hazardous Materials Release Response Plans and Inventories (business plans), the California Accidental Release Prevention (CalARP) Program, the UST Program, and the Aboveground Petroleum Storage Tank (APST) Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs).

Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations [CFR]) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount - or "reporting quantity" - of hazardous or extremely hazardous materials to submit a hazardous materials business plan (business plan) to their CUPA. Chapter 6.95 of the Health and Safety Code

establishes minimum Statewide standards for a business plan. Los Angeles County Fire Department Health Hazardous Materials Division is the CUPA for the City of Lancaster.[3] The Los Angeles County Code of Ordinances Section 12.64.030 requires all hazardous materials handlers operating under the jurisdiction of Los Angeles County to electronically submit an updated Hazardous Materials Business Plan (HMBP) and/or a certification statement including hazardous materials inventory, site map, contingency plan and the employee training plan information via the California Environmental Reporting System annually.

An HMBP must include an inventory of the hazardous materials at the facility. Businesses must update their HMBP at least every three years and the chemical portion every year. Also, HMBPs must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by CCR Title 26. The U.S. Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing), enforces federal and State regulations, and responds to hazardous materials transportation emergencies along with the CHP. Emergency responses are coordinated as necessary between federal, State, and local governmental authorities and private persons through a State-mandated Emergency Management Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Department of Toxic Substances Control

The responsibility for implementation of RCRA was given to DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly

[3] County of Los Angeles Fire Department, *Health Hazardous Materials Division*, https://fire.lacounty.gov/health-hazardous-materials-division/, accessed December 31, 2024.

and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the U.S. EPA are called "non-RCRA hazardous wastes."

Lahontan Regional Water Quality Control Board

The Lahontan RWQCB is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. The UST Program protects public health and safety and the environment from releases of petroleum and other hazardous substances from UST systems. Such sites include active and inactive gasoline stations, agricultural sites, brownfield redevelopment sites, airports, bulk petrochemical storage terminals, pipeline facilities, and various chemical and industrial facilities. The Site Cleanup Program (SCP) focuses on releases of pollutants to soils and groundwater, but in some cases also to surface waters and sediments. SCP sites include those with pollution from recent or historical surface spills and subsurface releases (e.g., pipelines, sumps), along with other unauthorized discharges that pollute or threaten to pollute surface waters or groundwater.

REGIONAL LEVEL

County of Los Angeles

Hazardous Materials Control Program

In May 1982, the Los Angeles County Board of Supervisors established the Hazardous Materials Control Program within the Department of Health Services. Originally, the Program focused on the inspection of businesses that generate hazardous waste, but has since expanded to include hazardous materials inspections, criminal investigations, site mitigation oversight, and emergency response operations. On July 1, 1991, the Program was transferred to the Los Angeles County Fire Department (LACFD) and its name changed to Health Hazardous Materials Division (HHMD).

The HHMD's mission is to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, emergency response, enforcement, and site mitigation oversight. The Hazardous Materials Specialists are environmental health professionals dedicated to preventing pollution by serving both the public and business communities in Los Angeles County.

Household Hazardous and E-Waste Program

The Los Angeles County Sanitation District, in cooperation with the Los Angeles County Department of Health Services (DHS), established the Household Hazardous and E-Waste (electronic waste) Roundup Program. The Household Hazardous Waste Collection Program provides Los Angeles County residents a legal and cost-free way to dispose of unwanted household chemicals that cannot be disposed of in the regular trash.

LOCAL LEVEL

City of Lancaster General Plan 2030

Safety Element (formerly called Plan for Public Health and Safety)

The Safety Element of the General Plan discusses natural and manmade conditions in the City which may pose certain levels of health and safety hazards to life and property within Lancaster, along with a comprehensive program to mitigate those hazards to acceptable levels. The Safety Element was formerly called the Plan for Public Health and Safety Element and was updated in June 2022 to comply with recent State legislation and guidelines. Through incorporating data and maps, addressing vulnerability to climate change, and incorporating policies and programs from the City's update to the City's *Local Hazard Mitigation Plan* (LHMP), technical amendments to the Safety Element are intended to achieve compliance with State, regional and local policies and guidelines. The Safety Element organizes safety goals and policies into the following sections: Geology and Seismicity, Flooding, Noise, Air Installation Land Use Compatibility, Hazardous Materials, Crime Prevention and Protection Services, Fire Prevention and Suppression Services, Disaster Preparedness and Evacuation, Emergency Medical Facilities, and Climate Adaptation. To a great extent, the creation, transportation, storage, use, and disposal of hazardous materials is regulated by federal, State, and County agencies, precluding action by the City. There are, however, well defined areas within which the City has the responsibility to enforce hazardous material regulations. The following policies pertaining to hazardous materials apply to the proposed project:

Goal 4.5	A community with minimal risk of exposure and impacts from hazardous materials and wastes.
Policy 4.5.1:	Ensure that the transport, use, storage, and disposal of hazardous materials occurs in a responsible manner that protects resident's and businesses' public health and safety.

Lancaster Municipal Code

Lancaster Municipal Code ?(LMC) Section 10.04.240, *Vehicles Transporting Hazardous Materials-Parking Restrictions*, of the Municipal Code addresses vehicles transporting hazardous materials. This section aims to provide rules that prevent relief of a driver from any obligation imposed by federal, State, or local laws relating to the transportation of hazardous materials or explosives, motor carrier safety regulations, or the placement of warning signs or devices when a motor vehicle is stopped on a public street or highway. Specifically, the section requires a vehicle transporting hazardous materials to be attended at all times by its driver or a qualified representative. It also prohibits the vehicle from being "parked on any highway, highway shoulder, street, alley, public way or public place, or within five feet of the traveled portion therefore, within a residential zone, or within 1,000 feet of any school, or within 300 feet of any bridge or tunnel, except for brief periods when mechanical or equipment failure or disablement or malfunction of the vehicle, or the necessities of operation require the vehicle to be parked and make it impractical to park the vehicle in any other place."

Antelope Valley Environmental Collection Center

The Antelope Valley Environmental Collection Center (AVECC), located at 1200 West City Ranch Road in the City of Palmdale, is a joint partnership between the City of Lancaster, County, and Waste Management. AVECC is available to the residents of Lancaster to dispose of household hazardous waste at no cost. The AVECC is open the first and third Saturday of every month and collects household hazardous waste, including batteries, oil, paint, anti-freeze and pesticides, electronic waste (e.g., televisions, computers, monitors, cell phones, and printers), as well as sharps.

City of Lancaster Recycling Center

Lancaster residents also have the option to dispose of electronic waste, batteries, antifreeze, used motor oil, paint and mattresses at the City's Recycling Center located at 615 Avenue H at no additional cost.

General William J. Fox Airfield Land Use Compatibility Plan

The General William J. Fox Airfield Land Use Compatibility Plan (ALUCP), adopted by the Los Angeles County Airport Land Use Commission on December 1, 2004, provides land use compatibility guidelines and noise contours for the compatibility zones. Land use and development standards established in the ALUCP and that apply within the Airport Influence Area may limit building height, building construction type, and land uses based on the land use and location. Development within the General William J. Fox Airfield compatibility zones shall comply with the guidelines and standards provided in the ALUCP. Compliance with compatibility guidelines would ensure that safety hazards associated with the airport and aircraft are minimized.

5.8.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, hazards and hazardous materials impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Impact Statements HAZ-2);

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (refer to Impact Statements HAZ-1);

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Section 8.0, *Effects Found Not To Be Significant*);

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to Section 8.0, *Effects Found Not To Be Significant*);

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (refer to Impact Statement HAZ-3);

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-4); and

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire (refer to Impact Statement HAZ-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.8.4 IMPACTS AND MITIGATION MEASURES

ACCIDENTAL CONDITIONS

HAZ-1 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Impact Analysis: One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure to contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure.

ANNEXATION ANALYSIS

Based on the Preliminary Hazardous Materials Assessment, the annexation area currently comprises of vacant undeveloped land, rural residential dwellings, mobile home parks, and industrial uses. No properties in the annexation area have been subjected to any corrective action, restoration, or remediation relating to hazardous waste and materials, but have reported the use/handling/storage/transport of hazardous materials. The proposed annexation would not include

any specific development or construction, and any future development would be subject to existing laws and regulations. Future development within the annexation area could result in accidental conditions involving existing on-site contamination due to current and past uses within the annexation area. The following considers potential impacts associated with construction activities:

Existing On-Site Structures

According to the Preliminary Hazardous Materials Assessment, structures located in the annexation area were likely constructed prior to 1978. Specifically, structures constructed between the 1940s and 1970s may be associated with hazardous building materials (e.g., ACM and/or LBP). Additionally, organochlorine-containing termiticides may have been used to treat wooden buildings constructed prior to 1989, and universal waste (certain categories of hazardous waste such as batteries, electronics, mercury-containing equipment, and lamps that are commonly generated by a wide variety of establishments) are often present in sites with historical uses. As such, these aged structures potentially contain ACMs, LBPs, and/or organochlorine-containing termiticides. Future development in the annexation area would require the demolition of existing structures which could expose construction personnel and the public to ACMs and/or LBPs, as well as other hazardous materials.

Future development in the annexation area, requiring the demolition of structures, would be conducted according to applicable federal and State laws and regulations. Specifically, any demolition permits issued by the City would require an Antelope Valley Air Quality Management District Notification of Demolition/Renovation to be submitted for review. The Notification of Demolition/Renovation is required to indicate no asbestos is located within the structure proposed to be demolished. If ACMs are identified for existing structures in the annexation area, asbestos abatement is required to be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal is required to be performed by a State-certified asbestos containment contractor. If paint is separated from building materials (chemically or physically), the paint waste is required to be evaluated independently from the building material by a qualified environmental professional in accordance with California Code of Regulations Title 8, Section 1532.1. If LBPs are found, abatement is required to be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. LBP removal and disposal activities are required to comply with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Specialists or contractors performing ACM and LBP removal are required to provide evidence of abatement activities to the City. As such, compliance with existing regulations related to ACMs and LBPs would reduce potential impacts in this regard to a less than significant level.

Additionally, removal of existing utilities that may contain PCBs would be conducted pursuant to the standard practices of each purveyor in a manner consistent with the existing laws and regulations, including those of DTSC, CalEPA, and Cal/OSHA. Impacts would be less than significant in this regard.

Grading/Site Disturbance Activities

During excavation, potential hazardous substances/materials may be encountered. On-site construction workers and off-site receptors may be exposed to such substances/materials via direct contact and/or indirect exposures during excavation/grading, loading, and transportation. However, such substances/materials would be managed in accordance with a Health and Safety Plan (HASP) and/or a Soil Management Plan (SMP), as required by applicable local, State, and federal laws and regulations that pertain to the use, storage, transportation and disposal of hazardous materials and waste. Mitigation Measure HAZ-1 establishes procedures to minimize potential risks to the public and environment if unknown wastes or suspect materials believed to involve hazardous waste or materials are encountered during construction of future development projects. Therefore, potential accidental conditions during excavation would be reduced to less than significant levels with implementation of Mitigation Measure HAZ-1.

Septic Systems

Septic systems, including those associated with current or former residential uses, are possible receivers of waste and can be the source for soil and groundwater contamination. The annexation area has past and current uses that may have supported septic systems in the past or currently utilize septic systems. Evidence of these past structures are still visible, and it is unknown if these systems remain on-site.

Future development in the annexation area may require the removal of individual septic systems which may pose a hazardous risk. As such, the proposed project would require the implementation of Mitigation Measure HAZ-2 which would establish procedures for the proper identification and removal of any septic tanks on a project site in compliance with existing local and State regulations. If septic tanks are identified on-site, the septic tanks would be removed and properly disposed of at an approved landfill facility. Once the tanks are removed, a visual inspection of the areas beneath and around the removed tanks would be performed. Any stained soils observed underneath the septic tanks would be sampled by a qualified Phase II/Site Characterization specialist. Should contamination be present above regulatory thresholds as determined by the specialist, then the applicant would be required to remediate appropriately, as required by the HHMD. Upon compliance with the recommended Mitigation Measure HAZ-2, impacts would be reduced to less than significant levels.

Operations

No construction or development is proposed as part of the annexation action. As such, the proposed annexation itself would not result in any new impacts pertaining to accidental conditions during operations. Future operational activities would continue to be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials. Such regulations reduce the risk of accidental conditions during operations. Specifically, the proposed project would be subject to compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95 as well as California Code of Regulations Title 49. Both federal and State regulations require any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with HHMD as a manager of

regulated substances and prepare a Risk Management Plan. The Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses would also be required to submit their plans to the CUPA (i.e., HHMD), which would make the plans available to emergency response personnel.

The proposed project would comply with applicable laws and regulations related to the protection of the public's health and safety from the use and storage of hazardous materials. Upon compliance with the existing federal, State, and local procedures, long-term impacts related to the accidental release of hazardous materials during project operations would be less than significant.

SPECIFIC PLAN ANALYSIS

Future development of the NLISP could involve grading and excavation activities, which may reveal unknown hazards and hazardous materials contamination. As stated, future development would be required to comply with existing applicable federal, State, and local laws related to the hazardous materials. Such substances/materials would be managed in accordance with a HASP and/or a SMP, as required by applicable local, State, and federal laws and regulations that pertain to the use, storage, transportation and disposal of hazardous materials and waste. Further, Mitigation Measure HAZ-1 establishes procedures to minimize potential risks to the public and environment if unknown wastes or suspect materials believed to involve hazardous waste or materials are encountered during construction of future development projects. Removal of structures, if applicable, would be conducted according to applicable federal and State laws and regulations. Additionally, development within the Specific Plan area would be required to comply with Mitigation Measure HAZ-2 which requires proper removal, sampling, and soil remediation of septic systems associated with previous and current uses. Compliance with Mitigation Measures HAZ-1 and HAZ-2 would minimize potential risks related to accidental release of hazardous materials from unknown contamination discovered during construction. Construction related impacts pertaining to accidental conditions would be less than significant.

Operations of future development in the Specific Plan Area would comply with applicable laws and regulations related to the protection of the public's health and safety from the use and storage of hazardous materials, similar to that considered for the annexation area. Upon compliance with the existing federal, State, and local procedures, long-term impacts related to the accidental release of hazardous materials during project operations would be less than significant.

Planning Area 2 and 4

According to the Preliminary Hazardous Materials Assessment, Planning Areas 2 and 4 are comprised of vacant, undeveloped land, and rural residences, and other structures. Ponds were previously present and were used for recreational hunting activities. Additionally, a landing strip for private airplanes was formerly present on the southern portion of Planning Area 2. Portions of Planning Area 4 were also formerly utilized as a chicken farm. Rural residences and other structures along with miscellaneous debris piles are also present within Planning Areas 2 and 4.

Past Uses

According to the Preliminary Hazardous Materials Assessment, a field study was conducted at Planning Areas 2 and 4 for the presence of potential lead contamination from prior recreational duck hunting activities. Soil samples collected indicated that Planning Areas 2 and 4 do not exceed the lead concentration reporting limits. Less than significant impacts would result in this regard.

Rural Residences and Structures

According to Preliminary Hazardous Materials Assessment, the rural residence in Planning Area 4 abandoned a septic tank and seepage pit in 1990. Additionally, other rural residences within Planning Area 2 have been reported to used septic tanks. These rural residences also contain a total of eight water wells and a 350-gallon above surface tank that was previously used for the storage of jet ski fuel. The above surface tank has a lack of staining and as such, a prior release is unlikely. The septic tanks and wells are unlikely to represent an environmental concern but would require proper abandonment and removal prior to the development of Planning Areas 2 and 4.

As stated above, the demolition of structures such as rural residences and associated structures would be conducted according to applicable federal and State laws and regulations. Specifically, if ACMs are identified for existing structures within Planning Areas 2 and 4, asbestos abatement is required to be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. If LBPs are found, abatement is required to be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Closure of any water wells would be conducted in accordance with the California Department of Water Resources Water Well Standards per Mitigation Measure HAZ-3 to ensure proper destruction of the well to assure that groundwater supply is protected and preserved for further use and to eliminate potential physical hazard of an abandoned well.

Miscellaneous Debris Piles

While miscellaneous debris piles are not typically associated with hazardous materials, demolition debris within these piles may contain potential LBPs and ACMs. As such, future development within Planning Areas 2 and 4 would be required to implement Mitigation Measure HAZ-4, which requires an asbestos and lead based paint survey for miscellaneous debris piles (associated with demolition debris). The survey would be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal/OSHA certified specialist to determine the presence or absence of ACMs or LBPs in debris piles. If ACMs or LBPs are present on-site, removal would be required to be performed by a State-certified contractor in accordance with the Antelope Valley Air Quality Management District (AVAQMD) Rule 1403 and California Code of Regulation Title 8, Section 1532.1. Contractors performing ACM/LBP removal shall provide evidence of abatement activities to the AVAQMD. Upon compliance with Mitigation Measure HAZ-4, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

ANNEXATION AREA

HAZ-1 If unknown wastes or suspect materials are discovered during construction activities associated with future development in the annexation area or Specific Plan area that are believed to involve hazardous waste or materials, the construction contractor shall implement the following:

- Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the City of Lancaster Community Development Director;
- Secure the area as directed by the City of Lancaster Community Development Director; and
- Notify the implementing agency's Hazardous Waste/Materials Coordinator (e.g., Los Angeles County Fire Department, Lahontan Regional Water Quality Control Board, and/or Department of Toxic Substances Control, as applicable). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.

HAZ-2 Prior to issuance of a grading permit in the annexation area or Specific Plan area, the applicant shall attempt to confirm that septic tanks are not present within the subject site.

If present, the specific location of the septic tanks shall be determined. Once located, the septic tanks shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed, a visual inspection of the areas beneath and around the removed tanks shall be performed. Any stained soils observed underneath the septic tanks shall be sampled by a qualified Phase II/Site Characterization specialist. Should contamination be present above regulatory thresholds as determined by the specialist, then the applicant shall remediate appropriately, as required by law.

If a previously unknown septic tank is discovered during ground disturbing activities, construction activities shall halt surrounding the septic tank until the tank is removed and properly disposed of at an approved landfill facility. Once the tank is removed, a visual inspection of the areas beneath and around the removed tank shall be performed and any stained soils observed underneath the septic tank shall be sampled by a qualified Phase II/Site Characterization specialist. Should contamination be present above regulatory thresholds as determined by the specialist, then the applicant shall remediate appropriately, as required by law.

SPECIFIC PLAN AREA

Mitigation Measures HAZ-1 and HAZ-2 are also applicable to the Specific Plan area.

HAZ-3 If any existing water wells within Specific Plan Planning Areas 2 and 4 are proposed to be abandoned with no further use by a project applicant, the project applicant shall properly destroy the water well in accordance with the California Department of Water Resources (CDWD) Water Well Standards to assure that groundwater supply is protected and preserved for further use and to eliminate potential physical hazard of an abandoned well. Specifically, the water well shall be destroyed in accordance with Water Well Standards Part III, *Destruction of Water Wells*. The project applicant shall provide evidence of water well closure activities to the City of Lancaster Community Development Director.

HAZ-4 Prior to site disturbance activities in Specific Plan Planning Areas 2 and 4, an asbestos and lead based paint survey shall be conducted for miscellaneous debris piles that are associated with demolition debris and for any structures constructed between the 1940s and 1970s. The survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal/OSHA certified specialist to determine the presence or absence of asbestos containing-materials (ACMs) or lead-based paints (LBPs) in debris piles and/or residential dwellings. If ACMs or LBPs are present on-site, removal shall be performed by a State-certified contractor in accordance with the Antelope Valley Air Quality Management District (AVAQMD) Rule 1403 and California Code of Regulation Title 8, Section 1532.1. Contractors performing ACM/LBP removal shall provide evidence of abatement activities to the AVAQMD.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

ROUTINE TRANSPORT/USE/DISPOSAL

HAZ-2 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

Impact Analysis:

ANNEXATION ANALYSIS

No construction or development is proposed as part of the annexation action. As such, the proposed annexation itself would not result in any new transport, use, or disposal of hazardous materials. Existing transport, use, or disposal of hazardous within the annexation area would continue to comply with federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials.

Nevertheless, buildout of the annexation area could require hazardous materials for construction and operation of future development. Future development within the annexation area would be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related to the transport, use, and disposal of hazardous materials. Specifically, future development would be subject to compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95

as well as California Code of Regulations Title 49. Both federal and State regulations require any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the LACFD as a manager of regulated substances and prepare a Risk Management Plan. The Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses would also be required to submit their plans to the CUPA (i.e., LACFD), which would make the plans available to emergency response personnel.

Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. As such, impacts regarding the routine transport, use, or disposal of hazardous materials associated with future development in the annexation area would be less than significant.

SPECIFIC PLAN ANALYSIS

Construction

Development of the NLISP may require the demolition of existing structures. Additionally, construction of the various uses permitted under the NLISP could potentially expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, transmission fluid, etc.). However, it should be noted that construction activities would cease upon construction completion and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Construction activities would be required to comply with applicable federal, State, and local laws and regulations governing the use, storage, and transportation of hazardous materials/waste. Compliance with applicable laws and regulations would ensure that all potentially hazardous materials utilized during construction are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

Operation

The proposed land uses within the NLISP are expected to use/store quantities of hazardous materials such as fuel, paints, and other chemicals that would have the potential to be released into the environment if not properly handled and stored. The handling of hazardous materials, such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products would be used/stored/handled in the Specific Plan area. The proper use, storage, and handling of these hazardous materials would be subject to federal, State, and local regulations. Upon compliance with the existing federal, State, and local procedures, long-term impacts related to the transport, use, and disposal of hazardous materials would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

AIRPORT LAND USE PLAN

HAZ-3 FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD PROJECT IMPLEMENTATION RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA

Impact Analysis: The closest airport to the project site is General William J. Fox Airfield, located at 4725 William J Barnes Ave, approximately 1.5 miles to the west. The Los Angeles County Airport Land Use Commission adopted the *General William J. Fox Airfield Land Use Compatibility Plan* (ALUCP) on December 1, 2004.

ANNEXATION ANALYSIS

As discussed in Section 5.1, *Land Use and Planning* and Exhibit 3-11, *General William J. Fox Airfield Compatibility Map*, portions of the annexation area are located within the boundaries of the ALUCP, specifically Compatibility Zones C, D, and E. According to Table 2B of the ALUCP, Compatibility Zone C is a zone of moderate risk, a zone where aircraft turn towards the airport for final approach, a zone where departing aircraft complete transition from takeoff to climb mode, and where approximately 11 percent of off-runway aviation accidents occur. Compatibility Zone D is a zone of low risk and where 13 percent of general aviation accidents occur; however, due to the large area Compatibility Zone D encompasses, a low likelihood of accidents would occur at a specific location. Compatibility Zone E is a zone of low risk and only two percent of near-airport accidents occur within Compatibility Zone E.

Development within the General William J. Fox Airfield compatibility zones would be required to comply with the guidelines and standards provided in the ALUCP. Table 2A of the ALUCP lists the prohibited uses within each Compatibility Zone, residential dwelling units per acre, maximum usage intensity (maximum permitted of people per acre), and other development conditions. Compliance with the guidelines and standards for the General William J. Fox Airfield compatibility zones would minimize the risk associated with an off-airport aircraft accident or emergency landing.

According to Exhibit 2B, *Noise Contours for Compatibility Planning*, and Exhibit 3F, *Compatibility Factor Map*, of the ALUCP, the annexation area is not located within the General William J. Fox Airfield noise contours. As discussed in the ALUCP, the maximum Community Noise Equivalent Level (CNEL) considered normally acceptable for new residential land uses in the vicinity of the airport is 55 dBA; however, new residential uses are deemed marginally acceptable within the 55 to 60 decibel (dB) CNEL range. Other permitted uses allowed within this CNEL range include, but are not limited to, schools, libraries, offices, commercial, industrial, and agricultural uses. As the annexation area is located outside of the 55 CNEL noise contour of the General William J. Fox Airfield, existing and future developments within the annexation area would not be exposed to excessive noise levels.

The annexation action would not result in any direct development. All development within the annexation area would be subject to review. Further, all future development within the annexation area, specifically those within Compatibility Zones C, D, and E, would be required to demonstrate compliance with the ALUCP, as applicable. As such, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

As shown in Exhibit 3-11, portions of the Specific Plan area are located within the boundaries of the ALUCP, specifically Compatibility Zones C, D, and E. However, as discussed above, future and proposed development in accordance with the NLISP would be subject to the guidelines and standards for each respective compatibility zone, which would minimize the risk associated with a near-airport aircraft accident or emergency landing.

The Specific Plan accommodates approximately 38.5 million square feet (sf) of various uses permitted under the NLISP. According to the ALUCP, non-residential development within the compatibility zone must comply with the maximum usage intensity (maximum permitted of people per acre) and noise-sensitivity of the use. According to Table 2A of the ALUCP, Compatibility Zone C permits a maximum average of 75 individuals per acre at a project site and a clustering of 150 individuals on a single acre. Compatibility Zone D permits a maximum average of 150 individuals per acre at a project site and a clustering of 300 individuals on a single acre. Compatibility Zone E does not have a maximum usage intensity threshold. As such, Planning Areas 1, 4, and 5 would be required to comply with listed maximum usage intensity for Compatibility Zone C for the portions within the zone and comply with the maximum usage intensity for Compatibility Zone D for the other portion within this zone. As shown in Exhibit 3-11, portions of Planning Areas 2 (southern half), 3 (northern and central portions), and 6 (northwestern portion) of the NLISP would be required to comply with the listed maximum usage intensity for Compatibility Zone D. For the remaining portions of Planning Areas 2, 3, and 6, no maximum usage intensity requirements apply. Similarly, Planning Areas 7 and 8 do not have a maximum usage intensity requirement.

Developments within the Compatibility Zone C would require an Airspace review by the Los Angeles Airport Land Use Commission (ALUC) and Federal Aviation Administration (FAA) for objects greater than 50 feet. Developments within the Compatibility Zone D and E would require an Airspace review by the ALUC and FAA for objects greater than 100 feet. A Deed Notice would be required for developments within Compatibility Zone C and D. Upon compliance with maximum usage intensity and applicable development conditions (Deed Notice and Airspace Review), impacts would be less than significant.

As the Specific Plan would permit development of various uses, including light and heavy industrial uses, there is the potential for hazardous material storage. According to the ALUCP, Compatibility Zone C only permits the storage of fuel or hazardous substances in underground storage tanks and above ground storage of 6,000 gallons or less of non-aviation flammable materials. Any storage of other hazardous materials other than those listed are not permitted unless no other feasible alternative site exists, and the development is designed in a manner that minimize its susceptibility to damage from an aircraft accident. Compatibility Zone D and E does not have any hazardous material storage requirements. As such, developments within Planning Areas 1, 4, and 5 would be required to comply

with the hazardous material storage requirements outlined in the ALUCP. With compliance with such requirements, a less than significant impact would occur.

As shown in Exhibit 2B, *Noise Contours for Compatibility Planning*, and Exhibit 3F, *Compatibility Factor Map*, of the ALUCP, the Specific Plan area is not located within the noise contours of the airport. As the Specific Plan area is located outside the airport's 55 CNEL noise contours, aircraft from the airport would not result in excessive noise for workers in the proposed and future industrial buildings. Additionally, according to Table 2C of the ALUCP, industrial and warehouse uses are permitted within the 50-55 CNEL range. As such, a less than significant impact would occur.

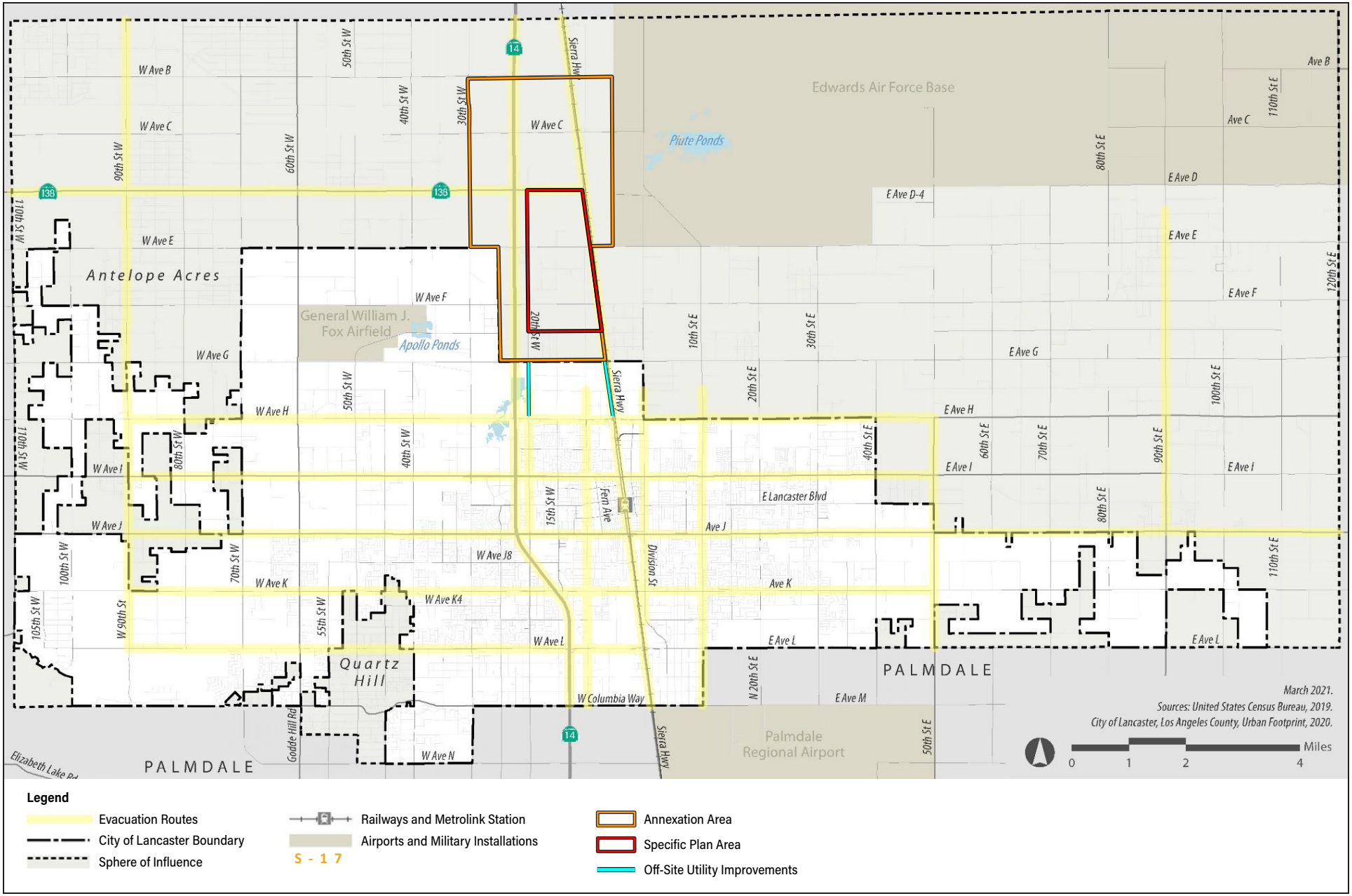
Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EVACUATION PLAN

HAZ-4 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.

Impact Analysis: The General Plan Safety Element provides a comprehensive analysis of natural and human-caused hazards that threaten the City, with a focus on mitigation and reduction of risks. The City's LHMP is incorporated by reference in the General Plan Safety Element and is supplemented by other sections of the Safety Element. Each section of the Safety Element provides information and resources to assist in understanding the region and hazard-related issues facing citizens, businesses, and the environment, and guides the City's goal to reduce risk and prevent loss from future hazard events. Additionally, to be used in conjunction with the Safety Element, the City's *Emergency Operations Plan* (EOP) is a flexible, multi-hazard document that addresses the City's planned response and short-term recovery to extraordinary emergency/disaster situations associated with natural disasters, technological incidents, and national security emergencies. The EOP does not address normal day-to-day emergencies, or the established and routine procedures used in coping with such emergencies. Instead, the operational concepts reflected in this plan focus on potential large-scale disasters that can generate unique situations requiring unusual responses. It is designed to include the City as part of the Los Angeles Operational Area, California Standardized Emergency Management System, and National Incident Management System. The Safety Element presents the City's overall goals, policies, and action programs to facilitate resiliency. Exhibit 5.8-1, *Evacuation Routes*, presents the evacuation routes the Safety Element identifies within the City. Additionally, Exhibit 5.8-1 also displays the evacuation routes near the proximity of the annexation area and Specific Plan area.



Source: United States Census Bureau, 2019; City of Lancaster, Los Angeles County, Urban Footprint, 2020

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Evacuation Routes

Exhibit 5.8-1

ANNEXATION ANALYSIS

No construction or development is proposed as part of the annexation action. As such, the proposed annexation would not result in any adverse alterations to vehicular circulation routes or obstruct public access along adjacent roadways. However, future development within the annexation area may impact emergency response or emergency evacuation in the area. As shown on Exhibit 5.8-1, various evacuation routes (SR-14, Avenue D, and Sierra Highway) are located within the annexation area. As such, future development within the annexation area would be required to comply with all applicable City codes and policies related to emergency access, including the California Fire Code and LMC Title 15, *Buildings and Construction*. Additionally, future development would be required to undergo plan check review with the City and LACFD. Thus, the annexation area would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Construction

As mentioned above, the General Plan Safety Element incorporates by reference the City's LHMP and EOP, which together provide the framework for responding to major emergencies or disasters within the City. Moreover, the General Plan Safety Element includes goals and policies which described the best approach to facilitate resilience in response to emergencies and natural disasters.

Construction-related activities associated with the development of proposed and future industrial buildings consistent with the NLISP would have the potential to impact an adopted emergency response plan or emergency evacuation plan. Construction associated with the development of proposed and future industrial buildings could result in short-term temporary impacts to street traffic along 20th Street West, 10th Street West, Avenue F, Avenue E, and Avenue D. Of these listed roadways, the City identifies Avenue D as an evacuation route; refer to Exhibit 5.8-1. In order to ensure emergency access is maintained during the construction of the proposed and future development consistent with the NLISP, project applicants would be required to implement traffic control plans, temporary signing and striping plans, and other construction related traffic measures as conditions of approval, and would be applied to individual projects as deemed necessary by the City Engineer. As such, construction-related activities would result in a less than significant impact.

Operations

Operation of the developments within the Specific Plan area would not result in any adverse alterations to vehicular circulation routes or obstruct public access along adjacent roadways. Additionally, all development within the Specific Plan area would be required to comply with all applicable City codes and policies related to emergency access, including the California Fire Code. Thus, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

WILDFIRE HAZARD

HAZ-5 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRE

Impact Analysis:

ANNEXATION ANALYSIS

As shown in Figure 4-11, *Wildfire Hazards*, of the General Plan Safety Element, the annexation area is located within an area identified as a moderate fire hazard severity zone. However, no construction or development is proposed as part of the annexation action. As such, the proposed annexation itself would not introduce new wildland fire risks. Existing structures within the annexation area would continue to comply with federal, State, and local regulations, standards, and guidelines related to wildfires.

Nevertheless, buildout of the annexation area could expose structures and residents/employees to wildfire risks during construction and operation of future development. Construction and operation of future development within the annexation area would be subject to compliance with existing federal, State, and local regulations, standards, and guidelines related. Specifically, future development would be subject to compliance with LMC Chapter 15.32, *Fire Code,* which adopts the 2022 California Fire Code by reference while maintaining the 2020 Los Angeles County Fire Code amendments. With compliance with applicable federal, State, and local regulations, standards, and guidelines related to wildfires, future development within the annexation area would not exacerbate risks associated with wildfire. As such, impacts would be less than significant in this regard.

SPECIFIC PLAN ANALYSIS

As shown in Figure 4-11, *Wildfire Hazards*, of the General Plan Safety Element, the Specific Plan area is located within an area identified as a moderate fire hazard severity zone. The NLISP would permit a maximum total building area of 38.5 million sf of various permitted uses. As such, future buildout of the Specific Plan area would expose structures and employees to wildfire risks during construction and operation. Nevertheless, similar to the proposed annexation area, implementation of the NLISP would comply with applicable federal, State, and local regulations, standards, and guidelines related to wildfires. Specifically, development within the Specific Plan area would comply with LMC Chapter 15.32, *Fire Code*. Upon compliance with applicable federal, State, and local regulations, standards, and guidelines related to wildfires, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.8.5 CUMULATIVE IMPACTS

Section 15355 of the *CEQA Guidelines* requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.**

Impact Analysis: Cumulative projects could result in the increase in the potential for accidental conditions, particularly during site disturbance and demolition activities. However, with compliance with applicable laws and regulations, including those of DTSC, CalEPA, Cal/OSHA, and HHMD, these impacts would be minimized. Compliance with all applicable Federal and State laws and regulations related to the use, storage, and/or transport of hazardous substances/materials would reduce the likelihood and severity of accidents.

As discussed above, Mitigation Measure HAZ-1 establishes procedures to minimize potential risks to the public and environment if unknown wastes or suspect materials believed to involve hazardous waste or materials are encountered during construction of future development projects within the annexation area and Specific Plan area. Implementation of Mitigation Measures HAZ-1 through HAZ-4 would reduce potential risks associated with ACM, LBP, universal waste, septic systems, water wells, and any unknown wastes or suspect material discovered during construction activities. Removal of utilities containing PCBs would be conducted pursuant to the standard practices of each purveyor in a manner consistent with the existing laws and regulations. For project operations, the handling of hazardous materials, such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products would be used/stored/handled on-site. The proper use, storage, and handling of these hazardous materials would be subject to federal, State, and local regulations. Upon compliance with the existing federal, State, and local procedures, long-term impacts related to accidental conditions would be less than significant. With implementation of Mitigation Measures HAZ-1 through HAZ-4, the proposed project would not contribute to a cumulatively considerable impact pertaining to accidental conditions and impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-4.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.**

Impact Analysis: Cumulative projects developed in the project area could result in an increase in the transport, use, or disposal of hazardous materials. However, future development would be required to comply with applicable laws and regulations, including those of DTSC, CalEPA, Cal/OSHA, and LACFD/HHMD related to the use, storage, and/or transport of hazardous substances/materials.

Operations of future development within the annexation and NLISP would comply with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislations set forth in Health and Safety Code Chapter 6.95 as well as California Code of Regulations Title 49. As such, upon compliance with existing regulations, the project would not result in cumulatively considerable impacts pertaining to hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be **l**ess than significant.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, LOCATED WITHIN AN AIRPORT LAND USE LAN, OR WHERE SUCH PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, COULD CREATE A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE AREA**

Impact Analysis: Cumulative projects developed within the General William J. Fox Airfield Compatibility Zone could expose people residing or working in the area. However, as stated, future cumulative projects would be required to comply with the compatibility guidelines and standards outlined in the ALUCP for developments within Compatibility Zones.

Future development within the annexation area and Specific Plan area would be located within Compatibility Zone C, D, and E of the ALUCP. The proposed and future development in accordance with the NLISP would be required to comply with maximum usage intensity requirements and applicable development conditions. Additionally, as discussed, the annexation area and Specific Plan area are not located within the noise contours of the General William J. Fox Airfield. As such, a variety of land uses, including industrial warehouses, are permitted within the annexation area and Specific Plan area, and would not expose individuals to excessive noise. As such, upon compliance with compatibility guidelines and standards associated with the ALUCP Compatibility Zones, cumulatively considerable impacts would not occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.**

Impact Analysis: Cumulative projects developed in the project area could interfere with an adopted emergency response or evacuation plan. However, as stated, future cumulative projects would be required to comply with existing applicable State and local laws related to emergency access and response.

Given that the proposed and future development in the Specific Plan area are located along existing and planned roadways, construction of future developments may result in temporary lane closures. Additionally, as shown in Exhibit 5.8-1, roadways identified as evacuation routes are located within or along the annexation and NLISP boundaries. However, future developments would be required to prepare traffic control plans, temporary signage and striping plans, and other construction traffic measures as conditions of approval as deemed necessary by the City Engineer. Thus, construction impacts associated with developments in the NLISP would not interfere with emergency access. Operation of the proposed project would not result in any adverse alterations to vehicular circulation routes or obstruct public access along adjacent roadways. Thus, cumulatively considerable impacts would not occur in this regard and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRE**

Impact Analysis: Cumulative projects developed in the project area would occur in areas designated as moderate fire hazard severity zones and could potentially expose people or structures to risks associated with wildfires; refer to Safety Element Figure 4-11, *Wildfire Hazards*. However, future development would be required to comply with applicable laws and regulations, including the LMC Chapter 15.32 which adopts the 2022 California Fire Code. Compliance with all applicable federal and State laws and regulations related to wildfires would reduce the likelihood and severity of accidents. As such, upon compliance with existing regulations, the project would not result in cumulatively considerable impacts in exposing structures or people to wildfire risks. Thus, cumulatively considerable impacts would not occur in this regard and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hazards and hazardous materials have been identified.

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5.9 POPULATION AND HOUSING

This section identifies the existing population, housing, and employment statistics in the City and provides an analysis of potential impacts that may result from project implementation. More specifically, this impact analysis evaluates how project implementation would induce direct or indirect population, housing, or employment growth in the City. The following analyses are based primarily on data obtained from the 2020 U.S. Census, California Department of Finance (2024 data), California Employment Development Department (2024 data), and Southern California Association of Governments' (SCAG) *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS).

5.9.1 EXISTING SETTING

POPULATION

Population data for the County and City is presented in Table 5.9-1, *Population Estimates and Projections.*

Table 5.9-1
Population Estimates and Projections

Year	County of Los Angeles	City of Lancaster	City of Lancaster as Percent of County of Los Angeles
Population			
2020[1]	10,014,009	173,516	1.73%
Existing Conditions (January 2024)[2]	9,824,091	172,631	1.76%
2020-2024 Change	*-189,918*	*-885*	--
2020-2024 % Change	*-1.9%*	*-0.5%*	--
2050 SCAG Forecast[3,4]	**10,793,000**	**185,500**	1.72%
2024-2050 Change	*+968,909*	*+12,869*	--
2024-2050 % Change	*+9.86%*	*+7.45%*	--

Sources:
1. U.S. Census Bureau, *2020 Profile of General Population and Housing Characteristics*, https://data.census.gov/table/DECENNIALDP2020.DP1?t=Housing%20Units:Populations%20and%20People&g=050XX00US06037_160XX00US0640130&y=2020&d=DEC%20Demographic%20Profile, accessed January 7, 2025.
2. California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, January 1, 2024.
3. Southern California Association of Governments, *Connect SoCal 2024 Demographics & Growth Forecast Technical Report*, April 4, 2024.
4. Written letter from SCAG, dated September 19, 2024, in response to the Notice of Preparation; refer to Appendix 11.1, *NOP and Comment Letters*.

County of Los Angeles

According to Table 5.9-1, the County's 2020 population was approximately 10,014,009 persons and is currently estimated to be approximately 9,824,091 persons, representing a decrease in population of approximately 1.9 percent from 2020 to 2024.

SCAG projects the County's population to increase to approximately 10,793,000 persons by 2050, an approximately 9.86 percent increase from 2024 to 2050.

City of Lancaster

As indicated in Table 5.9-1, the City's population was an estimated 173,516 persons in 2020 and is currently estimated to be approximately 172,631 persons, representing a decrease in population of approximately 0.5 percent from 2020 to 2024.

SCAG forecasts the City's population to increase to approximately 185,500 persons by 2050, a 7.45 percent increase from 2024 to 2050. Comparatively, the County is forecast to grow at a faster rate than the City. By 2050, the City is forecasted to constitute approximately 1.72 percent of the County's total population, similar to existing conditions.

HOUSING

Housing data for the County and City is presented in Table 5.9-2, *Housing Inventory Estimates and Projections*.

Table 5.9-2
Housing Inventory Estimates and Projections

	Dwelling Units	
	County of Los Angeles	**City of Lancaster**
2020[1]	3,591,981	55,137
Existing Conditions (January 2024)[2]	3,696,408	56,257
2020-2024 Change	*+104,427*	*+1,120*
2020-2024 % Change	*+2.91%*	*+2.03%*
2024 Vacancy Rate[2]	4.8%	3.4%
2024 Persons per Household[2]	2.73	3.06
2050 SCAG Forecasts[3,4,5]	**4,354,440**	**66,590**
2024-2050 Change	*+658,032*	*+10,333*
2024-2050 % Change	*+17.8%*	*+18.37%*

Sources:
1. U.S. Census Bureau, *2020 Profile of General Population and Housing Characteristics*, https://data.census.gov/table/DECENNIALDP2020.DP1?t=Housing%20Units:Populations%20and%20People&g=050XX00US06037_160XX00US0640130&y=2020&d=DEC%20Demographic%20Profile, accessed January 7, 2025.
2. California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, January 1, 2024.
3. Southern California Association of Governments, *Connect SoCal 2024 Demographics & Growth Forecast Technical Report*, April 4, 2024.
4. Written letter from SCAG, dated September 19, 2024, in response to the Notice of Preparation; refer to Appendix 11.1, *NOP and Comment Letters.*
5. Dwelling unit forecasts are based on 2024 vacancy rates and SCAG forecasted household estimates.

County of Los Angeles

The County's housing inventory was an estimated 3,591,981 dwelling units in 2020 and is currently estimated to be 3,696,408 dwelling units, representing an increase of approximately 2.91 percent between 2020 and 2024.

Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. Low vacancy rates may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered "healthy." As of 2024, the County has an estimated vacancy rate of 4.8 percent and an average household size of 2.73.

SCAG forecasts the County's households to reach 4,155,000 by 2050. Assuming a 4.8 percent vacancy rate, the County's housing inventory is forecast to total approximately 4,354,440 dwelling units by 2050, representing an increase of approximately 17.8 percent between 2024 and 2050; refer to Table 5.9-2.

City of Lancaster

The City's housing inventory was an estimated 55,137 dwelling units in 2020 and is currently estimated to be approximately 56,257 dwelling units, representing an increase of approximately 2.03 percent from 2020 to 2024; refer to Table 5.9-2. Comparatively, the City's housing growth rate between 2020 and 2024 was slightly lower than the County's growth rate of 2.91 percent for the same period.

As indicated in Table 5.9-2, the City's 2024 vacancy rate is estimated to be approximately 3.4 percent and an average household size of 3.06. Comparatively, the City has a lower vacancy rate than the County's overall vacancy rate of 4.3 percent and a greater household size than the County's average household size of 2.73.

SCAG forecasts the City's households to reach 64,400 by 2050. Assuming a 3.4 percent vacancy rate, the City's housing inventory is anticipated to increase to 66,590 dwelling units by 2050, representing an increase of approximately 18.37 percent between 2024 and 2050; refer to Table 5.9-2.

EMPLOYMENT

Table 5.9-3, *Employment Estimates and Projections*, details existing and projected employment data for the County and City.

Table 5.9-3
Employment Estimates and Projections

	County of Los Angeles		City of Lancaster	
	Employment	Unemployment Rate	Employment	Unemployment Rate
Existing Conditions - July 2024[1]	4,760,000	6.5%	59,100	8.8%
2050 SCAG Forecast[2,3]	**5,461,000**	**--**	**65,400**	**--**
2024-2050 Change	+701,000	--	+6,300	--
2024-2050 % Change	+14.73%	--	+10.66%	--

Sources:
1. California Employment Development Department, Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) July 2024 - Preliminary,* August 16, 2024.
2. Southern California Association of Governments, *Connect SoCal 2024 Demographics & Growth Forecast Technical Report*, April 4, 2024.
3. Written letter from SCAG, dated September 19, 2024, in response to the Notice of Preparation; refer to Appendix 11.1, *NOP and Comment Letters.*

County of Los Angeles

According to the California Employment Development Department, the County has an estimated 4,760,000 jobs and an unemployment rate of 6.5 percent as of July 2024. SCAG projections indicate the County will have an estimated 5,461,000 jobs by 2050, which is an increase of approximately 14.73 percent from 2024 to 2050.

City of Lancaster

As indicated in Table 5.9-3, the City has an estimated 59,100 jobs and an unemployment rate of 8.8 percent as of July 2024. SCAG projections indicate that the number of jobs within the City are forecast to increase by 6,300 jobs to 65,400 jobs by 2050, an increase of approximately 10.66 percent.

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. However, it does not indicate the types of jobs available or if wages are commensurate with housing prices. It should be noted that a ratio of 1.0 or greater generally indicates that a community provides adequate employment opportunities, potentially allowing its residents to work within the community (rather than commuting to neighboring cities). As of July 2024, the City's jobs/housing ratio is approximately 1.05. By 2050, the City's jobs/housing ratio is anticipated to slightly decrease to approximately 0.98 due to a higher forecasted increase in housing but lower forecasted increase in jobs.

5.9.2 REGULATORY SETTING

REGIONAL LEVEL

Southern California Association of Governments

SCAG is the agency responsible for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth. On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 RTP/SCS, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

REGIONAL HOUSING NEEDS ASSESSMENT

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the Statewide housing need. In cooperation with HCD, local governments and Councils of Governments (COGs) are charged with deciding the existing and projected housing needs as a share of the Statewide housing need of their city or region.

The Regional Housing Needs Assessment (RHNA) is an assessment process performed periodically as part of housing element and general plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The 6th RHNA cycle covers the housing element planning period from October 2021 through October 2029. The *6th Cycle Final RHNA Allocation Plan* was approved by HCD on March 22, 2021.

The RHNA allows communities to anticipate growth so that collectively, the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

LOCAL LEVEL

City of Lancaster General Plan 2030

PLAN FOR ECONOMIC DEVELOPMENT AND VITALITY

The Plan for Economic and Vitality focuses on the ways in which people and businesses contribute to the City's economy through consumption, production, investment, and job creation. Additionally, the Plan for Economic and Vitality creates linkages between population, area businesses and industry, and the financial health of City government. The following objectives and policies are relevant to the proposed project:

Objective 16.1 Implement the four Pillars of the Lancaster Economic Development/Redevelopment Strategic Plan in order to achieve a more vibrant, energetic and prosperous Lancaster.

Policy 16.1.1 Promote a jobs/housing balance that places an emphasis on the attraction of high-paying jobs which will enable the local workforce to achieve the standard of living necessary to both live and work within the community.

PLAN FOR PHYSICAL DEVELOPMENT

The Plan for Physical Development focuses on the organization of the City's physical environment into a local, functional, and aesthetic pattern consistent with community values. The plan focuses on understanding current land uses, the design and form of present developments, identifies land use constraints to development, land use trends for the future, and agency coordination to ensure compatible land uses. The following objectives and policies are relevant to the proposed project:

Policy 17.1.4: Provide for office and industrial-based employment-generating lands which are highly accessible and compatible with other uses in the community.

CITY OF LANCASTER 2021-2029 HOUSING ELEMENT

The Housing Element was adopted by the City Council on June 14, 2022, and a revised version to address additional HCD comments was adopted on January 5, 2023. The Housing Element was certified by HCD on February 10, 2023. The Housing Element identifies and establishes the City's strategy for the maintenance and development of housing to meet the needs of existing and future residents. It establishes policies that guide City decision making and an action program to implement housing goals for the State-designated eight-year planning period from October 2021 through October 2029. The City's housing strategy is based on a comprehensive evaluation of existing housing programs and policies; an assessment of the City's population, economic, and housing characteristics; and a discussion of the physical and regulatory resources and constraints for housing production. The following goals and policies are relevant to the proposed project:

Goal H-1: To promote a variety of housing types to meet the existing and future needs of Lancaster residents.

Goal H-1.1: Provide for adequate sites that will enable the production of 9,023 housing units through October 2029 to meet the demands of present and future residents, including an adequate number and range of new dwelling types affordable to extremely low-, very low-, low-, moderate-, and above moderate-income households.

Goal H-1.2: Encourage a mix of housing types are provided, including single- and multi-family housing within a variety of price ranges to provide a range of housing options for Lancaster residents.

According to SCAG's *6th Cycle Final RHNA Allocation Plan*, the housing needs of the City for the 2021-2029 planning period is 9,023 housing units; refer to Table 5.9-4, *City of Lancaster 2021-2029 RHNA Allocation*. Table 5.9-4 summarizes the specific number of housing units per income category anticipated to be provided between 2021 and 2029. As such, the Housing Element has adopted Policy H-1.1 to enable the production of 9,023 housing units through October 2029 to meet the demands of present and future residents, including an adequate number and range of new dwelling types affordable to extremely low-, very low-, low-, moderate-, and above moderate- income households.

Table 5.9-4
City of Lancaster 2021-2029 RHNA Allocation

Income Category[1]	RHNA Allocation (Units)	Percentage of Units
Very Low Income (0-50% AMI[2])	2,224	25%
Low Income (51-80% AMI)	1,194	13%
Moderate Income (80-120% AMI)	1,328	15%
Above Moderate Income (121+% AMI)	4,277	47%
Total	**9,023**	**100%**

Notes:
1. Income Categories:
   Very Low Income: Four-person household does not exceed 50 percent of the median family income of the County.
   Low Income: Four-person household with income between 51 percent and 80 percent of the County median family income.
   Moderate Income: Four-person household with income between 81 percent and 120 percent of the County median family income.
   Above Moderate Income: Four-person household with income 121 percent or more of the County median family income.
2. AMI= Area Median Income

Source: Southern California Association of Governments, *SCAG 6th Cycle Final RHNA Allocation Plan*, approved March 22, 2021, modified July 1, 2021, https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1623447417, accessed June 29, 2022.

5.9.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact to population and housing if it would:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (refer to Impact Statement PH-1); and/or

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed program have been categorized as either a "less than significant impact" or "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.9.4 IMPACTS AND MITIGATION MEASURES

UNPLANNED POPULATION GROWTH

PH-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD POTENTIALLY INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY OR INDIRECTLY.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed project would involve annexation of the project site from unincorporated Los Angeles County into the City's jurisdiction. The project site is currently within the City's Sphere of Influence (SOI) and thus, has existing land use designations based on the General Plan. Specifically, the site is currently designated Non-Urban Residential (NU), Heavy Industrial (HI), Specific Plan (SP), and Multi-Residential (MR-1). The City does not currently identify any zoning for the project site given that the site is outside of the City's current jurisdiction.

Proposed land use designations in the annexation area would include NU, Mixed Use (MU), Light Industrial (LI), Public (P), MR-1, and SP, which would accommodate similar land uses and development intensities as the site's current County General Plan land use designations, and reflects existing County land use designations and zoning; refer to Exhibit 3-3, *Proposed General Plan and Zoning*. Proposed pre-zoning within the project site would correlate with the proposed land use designations and include RR-2.5 (Rural Residential 2.5), MU-E (Mixed Use-Employment), LI, P, MHP (Mobile Home Park), and SP; refer to Exhibit 3-3. Overall, buildout of the annexation area (excluding the Specific Plan area which is analyzed below), would result in 15,594,480 square feet (sf) of nonresidential development and 1,837 dwelling units; refer to Table 3-1, *Annexation Area Buildout*. Based on the *Antelope Valley Westside Annexation and Specific Plan Project VMT Analysis* (VMT Analysis), prepared by Fehr & Peers, dated March 5, 2025 (refer to Appendix 11.9, *VMT Analysis*), buildout of the annexation area (excluding the Specific Plan area) would introduce up to 4,865 residents, 1,837 dwelling units, and 11,690 jobs into the City.

The City's General Plan was adopted in 2009 and includes General Plan buildout assumptions for a 2030 buildout year. The General Plan buildout assumptions include buildout of the City's SOI, which includes the annexation area. As such, Table 5.9-5, *Proposed Annexation Buildout Compared to General Plan Buildout*, compares the anticipated population, housing, and employment growth associated with the proposed annexation with that of the General Plan buildout. As indicated in Table 5.9-5, the anticipated population, housing, and employment growth generated by the proposed annexation buildout would be within the General Plan buildout assumptions for the 2030 buildout year.

Table 5.9-5
Proposed Annexation Buildout Compared to General Plan Buildout

Description	City of Lancaster		
	Population	Housing	Employment
Existing Conditions (2024)[1]	172,631	56,257	59,100
Proposed Project (Annexation Excluding NLISP)	4,865	1,837	11,690
Total (Including Proposed Project)	*177,496*	*58,094*	*70,790*
General Plan Buildout (2030)	259,696	81,403	71,816
Net Difference (General Plan Buildout - Project Buildout with Existing Conditions)	**82,200**	**23,309**	**1,026**

Notes:
1. Refer to Tables 5.9-1 through 5.9-3 above regarding existing 2024 population, housing, and employment, respectively.

Table 5.9-6, *Proposed Annexation Buildout Compared to SCAG Growth Forecasts*, compares the annexation's anticipated population, housing, and employment growth with SCAG population, housing, and employment forecasts for 2050 for the County and City.

Table 5.9-6
Proposed Annexation Buildout Compared to SCAG Growth Forecasts

Description	County of Los Angeles			City of Lancaster		
	Population	Housing	Employment	Population	Housing	Employment
Existing Conditions (2024)[1]	9,824,091	3,696,408	4,760,000	172,631	56,257	59,100
Proposed Project	4,865	1,837	11,690	4,865	1,837	11,690
Total (Including Proposed Project)	*9,828,956*	*3,698,245*	*4,771,690*	*177,496*	*58,094*	*70,790*
SCAG 2050 Forecasts	10,793,000	4,354,440	5,461,000	185,500	66,590	65,400
Net Difference (SCAG 2050 Forecasts – Project Buildout with Existing Conditions)	**964,044**	**656,195**	**689,310**	**8,004**	**8,496**	**-5,390**

Notes:
1. Refer to Tables 5.9-1 through 5.9-3 above regarding existing population, housing, and employment, respectively.

As indicated in Table 5.9-6, the anticipated population, housing, and employment growth generated by the proposed annexation buildout would be within the SCAG's 2050 growth projections for the County. Additionally, the anticipated population and housing growth generated by the proposed annexation buildout would be within the SCAG's 2050 growth projections for the City; however, anticipated growth in employment within the City would exceed SCAG projections. Nonetheless, as the annexation area is currently located within unincorporated Los Angeles County, and annexation buildout would be within the employment growth projections for the County, employment growth associated with the annexation would result in less than significant impacts.

Jobs/Housing Ratio

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. As of 2024, the City's jobs/housing ratio is approximately 1.05. According to the General Plan, the City's jobs/housing ratio is anticipated to decrease to approximately 0.88 by 2030. Based on SCAG growth projections, the City's jobs/housing ratio is anticipated to decrease to approximately 0.98 by 2050. Based on existing 2024 data, the annexation buildout would increase the City's jobs/housing ratio from 1.05 to 1.24. As such, the proposed annexation would increase the City's jobs/housing ratio, while maintaining the healthy 1.0 to 1.5 range identified above. Overall, the proposed annexation would provide beneficial impacts related to employment in the City and improve the jobs/housing balance, providing the residents with more opportunities to work within the community (rather than commuting to neighboring cities or the Los Angeles basin).

Conclusion

All future development within the annexation area would be subject to review and would include mitigation, as appropriate, to not induce substantial unplanned population growth. Thus, the proposed annexation would not induce substantial unplanned population growth. Impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

A project can induce population growth in an area, either directly (for example, by proposing new homes and/or businesses) or indirectly (for example, through extension of roads or other infrastructure). The proposed NLISP would allow for the development of light and heavy industrial uses, which would result in direct employment growth. Buildout of the NLISP would allow up to 38.5 million sf of industrial development, which is anticipated to generate up to 19,358 jobs; refer to Appendix 11.9. It should be noted that estimating relocation would be speculative given that many personal factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area); there is also an expectation that existing residents would be a portion of the workforce. Nonetheless, the person per household ratios that were utilized in VMT Analysis for the Annexation Area can be applied to estimate the anticipated population growth at full buildout of the NLISP. Based on the average person per household ratio of 2.8[1], NLISP buildout has the potential to introduce up to 54,202 new residents.

The General Plan buildout assumptions include buildout of the City's SOI, which includes the Specific Plan area. As such, Table 5.9-7, *Proposed NLISP Buildout Compared to General Plan Buildout*, compares the project's anticipated population and employment growth with the General Plan buildout. As indicated in Table 5.9-7, the anticipated population growth generated by the proposed NLISP buildout would be within the General Plan buildout assumptions for 2030, but employment growth would exceed the General Plan assumptions for the 2030 buildout year.

[1] The VMT Analysis utilized ratios of 3.5 persons per household for single-family residences and 2.1 persons per household for multi-family residences; the average of 3.5 and 2.1 is 2.8; refer to Appendix 11.9.

Table 5.9-7
Proposed NLISP Buildout Compared to General Plan Buildout

Description	City of Lancaster	
	Population	Employment
Existing Conditions (2024)[1]	172,631	59,100
Proposed Project – NLISP Only	54,202	19,358
Total (Including Proposed Project)	*226,833*	*78,458*
General Plan Buildout (2030)	259,696	71,816
Net Difference (General Plan Buildout - Project Buildout with Existing Conditions)	**32,863**	**-6,642**

Notes:
1. Refer to Tables 5.9-1 through 5.9-3 above regarding existing population, housing, and employment, respectively.

Table 5.9-8, *Proposed NLISP Buildout Compared to SCAG Growth Forecasts*, compares the NLISP's anticipated population and employment growth with SCAG forecasts for 2050.

Table 5.9-8
Proposed NLISP Buildout Compared to SCAG Growth Forecasts

Description	County of Los Angeles		City of Lancaster	
	Population	Employment	Population	Employment
Existing Conditions (2024)[1]	9,824,091	4,760,000	172,631	59,100
Proposed Project – NLISP Only	54,202	19,358	54,202	19,358
Total (Including Proposed Project)	*9,878,293*	*4,779,358*	*226,833*	*78,458*
SCAG 2050 Forecasts	10,793,000	5,461,000	185,500	65,400
Net Difference (SCAG 2050 Forecasts – Project Buildout with Existing Conditions)	**914,707**	**681,642**	**-41,333**	**-13,058**

Notes:
1. Refer to Tables 5.9-1 through 5.9-3 above regarding existing population, housing, and employment, respectively.

As indicated in Table 5.9-8, the anticipated population and employment growth generated by the proposed NLISP buildout would exceed the SCAG 2050 growth projections for the City. However, the anticipated population and employment growth generated by the proposed NLISP buildout would be within the SCAG's 2050 growth projections for the County. Overall, as the Specific Plan area is currently located within unincorporated Los Angeles County, and NLISP buildout would be within the employment growth projections for the County, population and employment growth associated with the NLISP would result in less than significant impacts.

Jobs/Housing Ratio

As discussed above, the City's current jobs/housing ratio is approximately 1.05. By generating approximately 19,358 jobs, the proposed NLISP would increase the City's jobs/housing ratio to 1.4, which maintains the healthy 1.0 to 1.5 range identified above. According to the General Plan, the

City's jobs/housing ratio is anticipated to decrease to approximately 0.88 by 2030. Based on SCAG growth projections, the City's jobs/housing ratio is anticipated to decrease to approximately 0.98 by 2050. As such, the General Plan and SCAG projections show an unhealthy decline in the employment opportunities. Buildout of the proposed NLISP would result in a beneficial impact related to employment in the City and improve the City's overall jobs/housing balance.

Specific Plan Analysis Conclusion

As the Specific Plan area is currently located within the County, anticipated NLISP buildout would be within regional population and employment growth forecasts for the County, NLISP buildout would result in less than significant impacts regarding unplanned population growth. Thus, the proposed NLISP would not induce substantial unplanned population growth. Impacts would be less than significant.

PROJECT BUILDOUT ANALYSIS

Table 5.9-9, *Proposed Project Buildout Compared to General Plan Buildout*, compares the project's total buildout potential (annexation buildout plus NLISP buildout) to the General Plan full buildout projections. As indicated in Table 5.9-9, total project buildout would remain within General Plan population and housing projections for the City and would exceed General Plan employment projections for the City.

Table 5.9-9
Proposed Project Buildout Compared to General Plan Buildout

Description	City of Lancaster		
	Population	Housing	Employment
Existing Conditions (2024)[1]	172,631	56,257	59,100
Proposed Project (Annexation and NLISP)	59,067	1,837	31,048
Total (Including Proposed Project)	*231,698*	*58,094*	*90,148*
General Plan Buildout (2030)	259,696	81,403	71,816
Net Difference (General Plan Buildout - Project Buildout with Existing Conditions)	**27,998**	**23,309**	**-18,332**

Notes:
1. Refer to Tables 5.9-1 through 5.9-3 above regarding existing 2024 population, housing, and employment, respectively.

While total project buildout would result in an increase in the jobs/housing balance from 1.05 to 1.55, which slightly exceeds the healthy range of 1.0 to 1.5, the General Plan anticipates the City's jobs/housing ratio to decrease to approximately 0.88 by 2030. As such, the project's employment generation would result in a beneficial impact related to employment in the City and improve the City's overall jobs/housing balance. Therefore, project buildout would result in less than significant impacts regarding substantial unplanned population growth.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.9.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

UNPLANNED POPULATION GROWTH

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED PROJECTS, COULD INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY OR INDIRECTLY.**

Impact Analysis: Cumulative projects within Lancaster could introduce new residents and businesses and result in cumulative population growth in the City. Therefore, cumulative projects could induce substantial unplanned population growth. Additionally, it should be noted that estimating the number of employees who would relocate to a particular jurisdiction based on job location is speculative given that many personal factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). There is also the potential that future jobs generated by the cumulative projects would be filled by existing residents already living in the City.

As stated, the proposed project would result in less than significant impacts regarding substantial unplanned population growth. Thus, the proposed project would not contribute to a cumulatively considerable impact and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to population and housing have been identified.

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5.10 PUBLIC SERVICES AND RECREATION

Public services addressed in this section include fire protection, police protection, schools, parks and recreation, and other public facilities such as libraries. This section discusses existing conditions and potential project impacts related to such services. The analysis in this section is based in part on public service questionnaire responses provided by public service providers; refer to Appendix 11.7, *Public Service Questionnaires*.

5.10.1 EXISTING SETTING

FIRE PROTECTION

The Los Angeles County Fire Department (LACFD) provides fire suppression, fire prevention, paramedic response, and hazardous materials response services to unincorporated Los Angeles County areas (including the project site) as well as several incorporated cities that contract with LACFD. The City of Lancaster contracts with LACFD for such services. LACFD is organized into nine fire divisions with multiple battalions in each division; Lancaster is served by Division 5, Battalion 11 of the LACFD.[1,2] The City is served by six stations located in Lancaster, as well as one station located within the unincorporated community of Antelope Acres; refer to Table 5.10-1, *Fire Stations*.

As shown in Table 5.10-1, the closest fire station to the project site is Fire Station 33, approximately 2.52 miles to the south at 44947 Date Avenue. According to LACFD, Fire Station 33 is staffed with a four person paramedic engine company (comprised of one fire captain, one firefighter specialist, and two firefighter paramedics), a three person paramedic assessment engine company (comprised of one fire captain, one firefighter specialist, and one firefighter paramedic), a four person quint (comprised of one fire captain, one firefighter specialist, one firefighter paramedic, and one firefighter), and a two person paramedic squad (comprised of two firefighter paramedics); refer to Appendix 11.7.[3]

[1] Los Angeles County Fire Department, *Contact Us-Find Your Local Assistant Fire Chief*, https://fire.lacounty.gov/contact-us/, accessed December 15, 2024.

[2] City of Lancaster, *L.A. County Fire Department*, https://www.cityoflancasterca.org/our-city/departments-services/public-safety/contract-services-emergency-response/l-a-county-fire-department, accessed December 15, 2024.

[3] Durbin, Ronald, Chief, County of Los Angeles Fire Department Prevention Services Bureau, Forestry Division, *Email Correspondence*, November 21, 2024.

Table 5.10-1
Fire Stations

Station Name	Address	Distance and Direction from Project Site
Fire Station 33	44947 Date Avenue Lancaster, CA 93534	2.52 miles south
Fire Station 112	8812 Avenue E-8 Lancaster, CA 93536 (unincorporated Antelope Acres community)	5.96 miles west
Fire Station 117	44851 30th Street East Lancaster, CA 93535	4.45 miles southeast
Fire Station 129	42110 6th Street West Lancaster, CA 93534	6.10 miles south
Fire Station 130	44558 40th Street West Lancaster, CA 93536	3.37 miles southwest
Fire Station 134	43225 25th Street West Lancaster, CA 93534	4.68 miles south
Fire Station 135	1846 Avenue K-4 Lancaster, CA 93535	5.26 miles southeast

Source: City of Lancaster, *L.A. County Fire Department*, https://www.cityoflancasterca.org/our-city/departments-services/public-safety/contract-services-emergency-response/l-a-county-fire-department, accessed December 15, 2024.

POLICE PROTECTION

The Los Angeles County Sheriff's Department (LASD) provides police protection and emergency services to unincorporated Los Angeles County. As of June 1, 2019, the LASD Lancaster Station is staffed by 228 sworn personnel, of which 191 personnel are assigned to patrol duties during day, night, or early morning shifts.[4] The LASD Lancaster Station's average response times for emergency, priority, and routine calls for service are 6 minutes, 20 minutes, and 133 minutes, respectively.[5]

The Lancaster Police Department (LPD) was formed in 2023 and partners with LASD to provide police protection and emergency services to the City through a hybrid policing model that emphasizes collaboration, community engagement, and shared responsibility.[6] LPD primarily focuses on community-led policing while LASD primarily focuses on major crimes. The LPD Headquarters is located approximately 2.6 miles south of the project site at 44811 Sierra Highway.

The project site is primarily served by LASD's Lancaster Station, located approximately 2.56 miles south of the project site at 501 Lancaster Boulevard. In addition to the City, the LASD Lancaster Station also serves the surrounding unincorporated communities including Antelope Acres, Lake Los Angeles, and Quartz Hill.

[4] City of Lancaster, *Draft Environmental Impact Report for the Lancaster Health District Master Plan*, December 2020.

[5] Ibid.

[6] Lancaster Police Department, *Welcome to the Lancaster Police Department*, https://www.cityoflancasterca.org/our-city/departments-services/public-safety, accessed December 16, 2024.

According to 2022 data, the LASD Lancaster Station service area population was 205,855 residents; and, based on current staffing levels, equates to a service ratio of 10 patrol deputies per 9,029 residents.[7] Additionally, the crime-to-population ratio in the LASD Lancaster Station service area is 26.14 incidents per 1,000 residents.[8]

SCHOOLS

The project site is served by the Westside Union School District (WUSD), Lancaster School District (LSD), and Antelope Valley Union High School District (AVUHSD). It is acknowledged that although the Eastside Union School District (EUSD) is located in close proximity to the project site, the EUSD would not service the project site; refer to Appendix 11.7.[9]

Westside Union School District

The WUSD provides educational services for students in kindergarten through eighth grade at ten elementary schools and three middle schools.[10] The closest WUSD school, which would serve the project site, is Del Sur School, located approximately 6.61 miles to the southwest of the project site at 9023 Avenue H. According to the WUSD, Del Sur School contains approximately 763 students and has the potential to accommodate up to approximately 1,000 students.[11] WUSD has a student generation rate of 0.40 student per household and imposes a development impact fee of $3.83 per residential unit and $0.62 per square foot of commercial/industrial land uses.[12] Approximately three square miles of WUSD's 260 square mile service area are located within the project site.[13] WUSD currently has a Level 1 Fee Sharing Agreement with LSD and AVUHSD.

Lancaster School District

The LSD provides educational services for students in preschool through eighth grade at one preschool, 15 elementary schools, six middle schools, one special education school, and one virtual learning academy.[14] The closest LSD school to the project site is Desert View Elementary School, which is located approximately 1.84 miles to the south of the project site at 1555 Avenue H 10. According to the LSD, Desert View Elementary School contains approximately 686 students and has the potential to accommodate a total of approximately 850 students.[15] LSD has a student generation

[7] Los Angeles County Sheriff's Department, *Lancaster Station 2022 Synopsis*, http://shq.lasdnews.net/CrimeStats/yir9600/yir2022/lan/synopsis.htm, accessed December 15, 2024.
[8] Ibid.
[9] Bell, Daryl, Assistant Superintendent, Eastside Union School District Administrative Services, *Email Correspondence*, December 5, 2024.
[10] Westside Union School District, *Schools of Westside*, https://www.westside.k12.ca.us/schools, accessed December 15, 2024.
[11] Garza, Robert, Director of Human Resources, Westside Union School District, *Email Correspondence*, October 8, 2024.
[12] Ibid.
[13] Ibid.
[14] Lancaster School District, *About Our Schools*, https://www.lancsd.org/domain/504, accessed December 20, 2024.
[15] Freise, Larry, Deputy Superintendent, Lancaster School District Business Services, *Email Correspondence*, October 2, 2024.

rate of 0.324 student per unit of single family residential land uses and 0.237 student per unit of multi-family residential land uses and imposes a development impact fee of $5.12 per square foot of residential uses and $0.62 per square foot of commercial/industrial uses.[16] As stated, LSD currently has a Level 1 Fee Sharing Agreement with WUSD and AVUHSD.

Antelope Valley Union High School District

The AVUHSD provides educational services for students in ninth through twelfth grade at eight traditional high schools, one early college high school, an online school for seventh through twelfth grade students, one junior prep high for seventh and eighth grade students, one adult school, and three alternative high schools.[17] The closest AVUHSD school to the project site is Antelope Valley High School, located approximately 2.62 miles southeast at 44900 Division Street.

According to the *2022 Antelope Valley Joint Union High School District School Facilities Fee Justification Report*, AVUHSD facilities are expected to have a surplus of 358 seats that may be utilized to house students expected to be generated by future housing units.[18] AVUHSD has a student generation rate of 0.0076 student per 1,000 square feet of 'Industrial/Warehousing/Manufacturing' development and currently imposes a development impact fee of $1.25 per square foot of new residential development and $0.20 per square foot of new commercial and industrial development. As stated, WUSD, LSD, and AVUHSD have a Fee Sharing Agreement of all development fee funds collected from new development.

PARKS AND RECREATION

Los Angeles County Department of Parks and Recreation

The County of Los Angeles Park System has a total of 169 parks and recreational facilities. These facilities are owned, operated, and maintained by the Los Angeles County Department of Parks and Recreation and total 69,595 acres. An additional 541 acres have been dedicated but have not yet been developed as parkland. Parks in the regional park system, including community regional parks, regional parks, and special use facilities, are intended to serve the recreational needs of residents and visitors throughout unincorporated Los Angeles County.[19]

There are no community regional parks, regional parks, or special use facilities on-site. The closest County park to the project site is Apollo Community Regional Park, located approximately 1.86 miles to the west at 4555 Avenue G. No other community regional parks, regional parks, or special use facilities are located within five miles of the project site.

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16 Ibid.

17 Antelope Valley Union High School District, *Schools*, https://www.avdistrict.org/schools, accessed December 15, 2024.

18 Key Analytics, *Antelope Valley Joint Union High School District School Facilities Fee Justification Report*, June 8, 2022.

19 County of Los Angeles, *Town & Country, Antelope Valley Area Plan Draft Environmental Impact Report*, August 2014.

City of Lancaster Parks and Recreation

There are 12 City parks encompassing approximately 450 acres of parkland that are maintained by the City's PARCS: Parks, Arts, Recreation & Community Services Department. The City also owns and maintains several museums, community buildings, and a soccer stadium that are not included in the total parkland acreage, including the Cedar Center for the Arts, City Hall, Lancaster Municipal Stadium, Lancaster Museum of Art and History, Lancaster National Soccer Center, Lancaster Performing Arts Center, Maintenance Yard, and Western Hotel Museum. Park amenities include open play areas; playgrounds; walking trails; basketball, horseshoe, tennis, and volleyball courts; softball and soccer fields; swimming pools; barbecue facilities; picnic tables and shelters; restrooms; kitchens; meeting rooms; and auditoriums.[20]

Table 5.10-2, *Local Parks and Facilities within 5-Miles of the Project Site*, identifies existing City parks within a five-mile radius of the project area. There are no parks or joint-use facilities on-site. The closest park to the project site is Mariposa Park, located approximately 1.36 miles to the south at 45755 Fig Avenue. Based on an estimated 2024 population of 172,631 persons, the City has approximately 2.61 acres of parkland per 1,000 residents.[21]

Table 5.10-2
Local Parks and Facilities within 5-Miles of the Project Site

Park/Facility	Meeting Rooms	Auditorium	Kitchen	Restrooms	Picnic Tables	Barbecue Facilities	Open Play Areas	Playground	Walking Trails	Basketball Courts	Horseshoe Courts	Softball Fields	Soccer Fields	Tennis Courts	Volleyball Courts	Swimming Pools
American Heroes Park 701 West Kettering Avenue	X		X	X	X			X	X	X	X		X			
Cedar Center for the Arts 44851 Cedar Avenue	X	X		X												
Deputy Pierre Bain Park/ Eastside Pool 45045 North 5th Street East				X	X		X	X	X	X	X		X			X
El Dorado Park 44501 North 5th Street East	X			X	X	X	X	X	X	X		X	X		X	
Jane Reynolds Park/Webber Pool 716 Oldfield Street	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lancaster Museum of Art and History 665 West Lancaster Boulevard	X			X												

[20] City of Lancaster, *Parks and Facilities*, https://www.cityoflancasterca.org/our-city/departments-services/parks-recreation-arts/parks-and-facilities, accessed December 15, 2024.

[21] California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, January 1, 2024.

Park/Facility	Meeting Rooms	Auditorium	Kitchen	Restrooms	Picnic Tables	Barbecue Facilities	Open Play Areas	Playground	Walking Trails	Basketball Courts	Horseshoe Courts	Softball Fields	Soccer Fields	Tennis Courts	Volleyball Courts	Swimming Pools
Lancaster National Soccer Center 43000 30th Street East	X		X				X				X					
Maintenance Yard 615 West Avenue H	X		X													
Mariposa Park 45755 North Fig Avenue				X	X	X	X	X	X	X						
Prime Desert Woodland Preserve 43201 35th Street West				X						X						
Rawley Duntley Park 3334 West Avenue K			X	X	X	X	X	X	X	X	X		X		X	
Tierra Bonita Park 44910 27th Street East				X	X		X	X	X	X	X		X			
Western Hotel 557 West Lancaster Boulevard	X			X												
Whit Carter Park 45635 Sierra Highway				X	X			X	X							

Source: City of Lancaster, *Parks and Facilities*, https://www.cityoflancasterca.org/our-city/departments-services/parks-recreation-arts/parks-and-facilities, accessed December 15, 2024.

PUBLIC LIBRARIES

The LA County Library provides library services to over 3.4 million residents in unincorporated areas and to residents of 49 of the 88 incorporated cities of the County, including the City of Lancaster.[22,23] The Lancaster Library serves as the LA County Library branch library for Lancaster. The approximately 48,721-square foot Lancaster Library is located at 601 Lancaster Boulevard, approximately 2.55 miles south of the project site. The Lancaster Library provides hardcopy and online collections, in-person services (e.g., a self-service photocopier/scanner and telephone research assistance, etc.), online services (e.g., an online library catalog, online research databases, downloadable audiobooks, eBooks, and music, etc.), and a children's and teens online homework assistance program. The library has 23 public computers, four children's computers, two teen's computers, ten laptop and hotspot kits, eight express computers (for 15-minute use), and four early learning computers.[24] Additionally, the library has a 200-capacity meeting room.[25]

[22] Los Angeles County Library, *About the Library*, https://lacountylibrary.org/aboutus/, accessed December 15, 2024.

[23] Los Angeles County Library, *Statistical Information*, https://lacountylibrary.org/aboutus-info/, accessed December 15, 2024.

[24] Los Angeles County Library, *Lancaster Library*, https://lacountylibrary.org/location/lancaster-library/, accessed December 15, 2024.

[25] Ibid.

5.10.2 REGULATORY SETTING

FIRE PROTECTION

State Level

CALIFORNIA CODE OF REGULATIONS TITLE 24 – FIRE CODES

California Code of Regulations (CCR) Title 24 refers to the California Building Code (CBC), which contains complete regulations and general construction building standards of State agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. CBC Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, the CBC Chapter 7A, *Materials and Construction Methods for Exterior Wildfire Exposure*, addresses fire safety standards for new construction.

CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 4290-4299 AND GENERAL CODE SECTION 51178

A variety of State codes, particularly Public Resources Code Sections 4290-4299 and General Code Section 51178, require minimum Statewide fire safety standards pertaining to roads for fire equipment access; signage identifying streets, roads and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. They also identify primary fire suppression responsibilities among the federal, State, and local governments. In addition, any person who owns, leases, controls, operates or maintains a building or structure in or adjoining a mountainous area or forest-covered, brush-covered or grass-covered land, or any land covered with flammable material, must follow procedures to protect the property from wildland fires. This regulation also helps ensure fire safety and provides adequate access to outlying properties for emergency responders and safe evacuation routes for residents.

Local Level

Title 32, *California Fire Code*, of the Los Angeles County Code of Ordinances, adopted Part 9 of the State of California Code of Regulations (CCR) Title 24 as the County's Fire Code. Title 32 establishes the same regulations and general construction building standards as the State's CCR pertaining to fire safety and emergency response.

CITY OF LANCASTER GENERAL PLAN 2030

Safety Element (formerly Plan for Public Health and Safety)

The General Plan includes the Safety Element (formerly Plan for Public Health and Safety) which was adopted in 2022 and discusses natural and manmade conditions in the City which may pose certain levels of health and safety hazards to life and property within Lancaster, along with a comprehensive

program to mitigate those hazards to acceptable levels. The following goal and policies are applicable to the project:

Goal 4.7	A resilient community where structural and wildland fire hazards are effectively managed and mitigated.
Policy 4.7.1:	Reduce and minimize the risk of structural and wildland fires within existing and future development areas.
Policy 4.7.2	Ensure adequate fire prevention and suppression infrastructure (fire stations, firefighting equipment) and personnel are available to protect the citizens and businesses of the City of Lancaster.
Policy 4.7.3	Ensure that new development incorporates the recommended design strategies to minimize the potential for fire.

Plan for Municipal Services and Facilities

The General Plan includes the Plan for Municipal Services and Facilities, which sets forth policies and programs for the rational and cost-efficient provision and extension of public services, infrastructure and facilities to serve the City and support planned development. The following objectives and policies are applicable to the project:

Objective 15.1	Achieve and maintain the following levels of service: • Fire Protection: Five (5) minute average response time from receipt of alarm at station to time of arrival on scene.
Policy 15.1.1	Promote continued coordination between the City of Lancaster and local service providers.
Objective 15.3	Ensure the coordination of development activity with the provision of public services and facilities in order to eliminate gaps in service provision, provide economical public services, and achieve the equitable sharing of the cost of such facilities and services.
Policy 15.3.1	Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.

LANCASTER MUNICIPAL CODE

Lancaster Municipal Code (LMC) Chapter 15.32, *Fire Code*, adopts the Los Angeles County Fire Code as the City's Fire Code. Chapter 15.32 establishes requirements with respect to fire protection and prevention. LMC Chapter 15.32 also adopts all regulations in the 2022 California Fire Code and the

Los Angeles County Fire Code amendments pertaining to the obstruction of fire apparatus access roads.

LMC Chapter 15.76, *Fire Protection Fees*, establishes fire protection fees which are intended to mitigate impacts that new development would have on the City's current fire protection service capacity in existing facilities. All new residential, commercial, and industrial developments are required to pay fire protection fees prior to issuance of a building permit. However, pursuant to LMC Section 15.76.080, *Consideration in lieu of fees – Credits*, consideration in lieu of the fire protection fees required may be accepted provided that the Lancaster City Council, upon recommendation to the LACFD, finds that the substitute consideration proposed has a value equal to or greater than such fee, or the substitute consideration is in a form acceptable to the LACFD.

POLICE PROTECTION

Local Level

CITY OF LANCASTER GENERAL PLAN 2030

Safety Element (formerly Plan for Public Health and Safety)

The General Plan includes the Safety Element (formerly the Plan for Public Health and Safety) which was adopted in 2022 and discusses natural and manmade conditions in the City which may pose certain levels of health and safety hazards to life and property within Lancaster, along with a comprehensive program to mitigate those hazards to acceptable levels. The following goal and policies are applicable to the project:

Goal 4.6	Residents and businesses feel safe and secure throughout the community.
Policy 4.6.1	Ensure that adequate law enforcement is provided to the residents and businesses of the City of Lancaster.
Policy 4.6.2	Promote public safety through the incorporation of Crime Prevention Through Environmental Design (CPTED) concepts and other methods to design and implement new developments.

Plan for Municipal Services and Facilities

The General Plan includes the Plan for Municipal Services and Facilities, which sets forth policies and programs for the rational and cost-efficient provision and extension of public services, infrastructure and facilities to serve the City and support planned development. The following objective and policies are applicable to the project:

Objective 15.1 Achieve and maintain the following levels of service:

- Reduce part one crimes to below three hundred (300) crimes per 10,000 population.

Policy 15.1.1	Promote continued coordination between the City of Lancaster and local service providers.
Objective 15.3	Ensure the coordination of development activity with the provision of public services and facilities in order to eliminate gaps in service provision, provide economical public services, and achieve the equitable sharing of the cost of such facilities and services.
Policy 15.3.1	Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.

LANCASTER MUNICIPAL CODE

LMC Chapter 15.08, *Building Code*, adopts by reference the 2022 CBC. This includes CBC standards regarding building access for emergency services, and other safety precautions.

SCHOOLS

State Level

LEROY F. GREENE SCHOOL FACILITIES ACT OF 1998 (SENATE BILL 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998 and made significant amendments to existing State law governing school fees. Specifically, SB 50 amended prior California Government Code Section 65995(a) to prohibit State or local agencies from imposing school impact mitigation fees, dedications or other requirements in excess of those provided in the statute in connection with "any legislative or adjudicative act...by any State or local agency involving...the planning, use, or development of real property...." The legislation also amended California Government Code Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act [involving] the planning, use or development of real property." Further, SB 50 established the base amount of allowable developer fees: $1.93 per square foot for residential construction and $0.31 per square foot for commercial. These base amounts are commonly called "Level 1 fees" and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years.

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50 percent of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions:

- At least 30 percent of the district's students are on a multi-track year-round schedule;

- The district has placed on the ballot within the previous four years a local school bond that received at least 50 percent of the votes cast;
- The district has passed bonds equal to 30 percent of its bonding capacity; or
- At least 20 percent of the district's teaching stations are relocatable classrooms.

Additionally, if the State's bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as "Level 3 fees," these fees are equal to 100 percent of land and construction costs of new schools required as a result of new developments.

Local Level

CITY OF LANCASTER GENERAL PLAN 2030

Plan for Municipal Services and Facilities

The General Plan includes the Plan for Municipal Services and Facilities, which sets forth policies and programs for the rational and cost-efficient provision and extension of public services, infrastructure and facilities to serve the City and support planned development. The following objectives and policies are applicable to the project:

Objective 15.1 Achieve and maintain the following levels of service:

- Sufficient number and size to provide required services.

Policy 15.1.1 Promote continued coordination between the City of Lancaster and local service providers.

Objective 15.3 Ensure the coordination of development activity with the provision of public services and facilities in order to eliminate gaps in service provision, provide economical public services, and achieve the equitable sharing of the cost of such facilities and services.

Policy 15.3.1 Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.

PARKS AND RECREATION

State Level

QUIMBY ACT

The Quimby Act (Government Code Section 66477) states that the legislative body of a city or county may, by ordinance, require the dedication of land or impose a fee payment requirement of in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map, provided certain requirements are met. This Section further states that "the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons residing within a subdivision subject to this section."

Local Level

CITY OF LANCASTER PARKS, RECREATION, OPEN SPACE AND CULTURAL MASTER PLAN

The *City of Lancaster Parks, Recreation, Open Space and Cultural Master Plan* (Parks and Recreation Master Plan), dated October 2007, presents a long-term vision and goals for the City of Lancaster Department of Parks, Recreation, and Arts and the community for the next 20 to 25 years; describes current and future needs, interests, and community preferences for parks, recreation, arts programs and facilities; and develops a process and priorities for managing the Department's commitments so that new requests and initiatives are considered in light of existing commitments. The Parks and Recreation Master Plan is divided into the following sections: Vision, Values, and Goals; Existing Conditions; Community Needs; Policies, Recommendations, and Actions; Operations and Maintenance; Capital Improvement Plan; and Financial Plan.

CITY OF LANCASTER MASTER PLAN OF TRAILS AND BIKEWAYS

The *City of Lancaster Master Plan of Trails and Bikeways* (Master Plan of Trails and Bikeways), dated March 2012, presents a long-term vision for developing a comprehensive network of trails and bikeways throughout the City of Lancaster. Specifically, the Master Plan of Trails and Bikeways includes goals, policies, and actions which are intended to serve as a comprehensive blueprint by which the City of Lancaster can become more bicycle-friendly, pedestrian-friendly, and economically viable. The Master Plan of Trails and Bikeways is divided into the following sections: Executive Summary; Introduction; Public Outreach; Planning Context; Goals, Policies, Actions; Existing Conditions; Bicycle Plan; Trails Plan; Pedestrian Plan; ADA Transition Plan; Funding; Implementation; and Design Guidelines.

CITY OF LANCASTER GENERAL PLAN 2030

Plan for Active Living

The General Plan includes the Plan for Active Living, which focuses on the components of the community's shelter, culture, and lifestyle. The Plan includes policies that protect and promote the

City's existing parks and recreational facilities. The following objective and policy are applicable to the project:

Objective 10.1 Provide sufficient neighborhood and community park facilities such that a rate of 5.0 acres of park land per 1,000 residents is achieved and distributed so as to be convenient to Lancaster residents.

Policy 10.1.1: Provide opportunities for a wide variety of recreational activities and park experiences, including active recreation and passive open space enjoyment within a coordinated system of local, regional, and special use park lands areas.

Plan for Municipal Services and Facilities

The General Plan includes the Plan for Municipal Services and Facilities, which sets forth policies and programs for the rational and cost-efficient provision and extension of public services, infrastructure and facilities to serve the City and support planned development. The following objective is applicable to the project:

Objective 15.1 Achieve and maintain the following levels of service:

- Five (5) acres per 1,000 population.

LANCASTER MUNICIPAL CODE

LMC Section 15.64.070, *Park acquisition fee*, establishes a park acquisition fee that is intended to mitigate the impacts of new residential development on the availability of open space land and park and recreational facilities.

LMC Section 15.64.080, *Park development fee*, establishes a park development fee that is intended to mitigate the impacts of new residential development on the availability of open space land and park and recreational facilities.

LMC Chapter 15.72, *Park In-Lieu Fees*, establishes an in-lieu fee or dedication of land in-lieu of payment intended to mitigate the impacts of new residential development on the availability of open space land and park and recreational facilities.

PUBLIC LIBRARIES

Local Level

CITY OF LANCASTER GENERAL PLAN 2030

Plan for Active Living

The General Plan includes the Plan for Active Living, which focuses on the components of the community's shelter, culture, and lifestyle. The Plan includes policies that protect and promote the City's existing public library facilities. The following objective and policies are applicable to the project:

Objective 12.2 Promote the availability of local library facilities; book, audiovisual and other material reserves, computer databases, internet access, and programs in accordance with the standards of the American Library Association.

Policy 12.2.1 Promote the construction of libraries or expansion of existing libraries as required to meet the needs of existing and future residents.

Policy 12.2.2 Promote the acquisition of library materials, databases and programs that reflect the needs and interests of the City residents.

Plan for Municipal Services and Facilities

The General Plan includes the Plan for Municipal Services and Facilities, which sets forth policies and programs for the rational and cost-efficient provision and extension of public services, infrastructure and facilities to serve the City and support planned development. The following objectives and policies are applicable to the project:

Objective 15.1 Achieve and maintain the following level of service:

- 0.35 square feet of library space per capita and 2.0 loanable material items per capita.

Policy 15.1.1 Promote continued coordination between the City of Lancaster and local service providers.

Objective 15.3 Ensure the coordination of development activity with the provision of public services and facilities in order to eliminate gaps in service provision, provide economical public services, and achieve the equitable sharing of the cost of such facilities and services.

Policy 15.3.1 Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.

5.10.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

PUBLIC SERVICES

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

  - Fire protection (refer to Impact Statement PS-1);
  - Police protection (refer to Impact Statement PS-2);
  - Schools (refer to Impact Statement PS-3);
  - Parks (refer to Impact Statement PS-4);
  - Other public facilities (Libraries)(refer to Impact Statement PS-5);

RECREATION

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (refer to Impact Statement PS-4); and/or

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (refer to Impact Statement PS-4).

Based on these standards/criteria, the effects of the proposed program have been categorized as either a "less than significant impact" or "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.10.4 IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION

PS-1 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN THE NEED FOR ADDITIONAL FIRE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO

MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed project would annex approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction and allow development in accordance with a mix of pre-zoned zoning designations, including Rural Residential 2.5 (RR-2.5), Mixed Use-Employment (MU-E), Light Industrial (LI), Public (P), Mobile Home Park (MHP), and Specific Plan (SP). Buildout in accordance with the proposed pre-zones (outside of the Specific Plan area) would result in approximately 15.6 million square feet of nonresidential development and 1,837 dwelling units; refer to Table 3-1, *Annexation Area Buildout Potential*. As such, future development within the annexation area would result in the need for additional LACFD fire protection services. However, it should be noted that the project site is currently served by LACFD. Further, on-site development, associated with the various existing land uses, is currently permitted in accordance with existing on-site zoning designations.

Nonetheless, future development within the annexation area would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services. Specifically, future developments would be required to adhere to the general building standards, fire safety standards, and fire safety provisions outlined in Title 24 of the CCR and LMC Chapter 15.32, *Fire Code*. Per Title 24 of the CCR, future structures would be required to install applicable fire suppression design features (i.e., fire sprinklers, fire hydrants, emergency access), and would require LACFD site plan review and approval. Future developments would also be required to adhere to LMC Chapter 15.76, *Fire Protection Fees*, which requires payment of a fire protection fee to the City prior to issuance of a building permit. As detailed in LMC Section 15.76.030, *Fire Protection Fees*, payment of the fire protection fees would mitigate impacts of new development on the level of fire service capacity in existing LACFD facilities and ensure that the burdens of financing new capital improvements are borne by all of the development projects benefited thereby. Such fire protection fees would be used to finance capital improvements as needed due to increased fire protection demand. Therefore, although the proposed pre-zoning within the annexation area would allow increased development and introduce new land uses in the northern portion of the City, the collection of development impact fees would ensure impacts to fire protection services are less than significant.

SPECIFIC PLAN ANALYSIS

The maximum amount of total building area permitted in the Specific Plan area is approximately 38.5 million square feet, with approximately 11.3 million square feet of industrial warehouse buildings and associated site improvements within Planning Areas 2, 4, 6, 7, and 8. As discussed in Section 5.9, *Population and Housing*, buildout of the Specific Plan area would generate approximately 19,358 jobs. Buildout of the NLISP could result in direct population growth as future employees and their families may choose to relocate into the City. Based on the City's average household size of 3.06, buildout of the NLISP could indirectly introduce up to 59,235 additional residents into the City. As such, buildout

of the NLISP would result in an increase in population within the City and generate an increase in demand for fire protection and emergency medical services.

Development associated with the NLISP would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services. Specifically, future development associated with the NLISP would be required to adhere to the general building standards, fire safety standards, and fire safety provisions outlined in Title 24 of the CCR and LMC Chapter 15.32. Per Title 24 of the CCR, future structures would be required to install applicable fire suppression design features (i.e., fire sprinklers, fire hydrants, emergency access), and would require LACFD site plan review and approval. Future development associated with the NLISP would also be required to adhere to LMC Chapter 15.76, *Fire Protection Fees*, which requires payment of a development impact fee for fire protection services to the City prior to issuance of a building permit. As detailed in LMC Section 15.76.030, payment of the fees would mitigate impacts of new development on the level of fire service capacity for existing LACFD facilities and ensure that the burdens of financing new capital improvements are borne by the development projects benefited thereby. Therefore, although the NLISP would allow increased development and new uses (to occur in the northern portion of the City, the City would collect development impact fees as new development occurs and LACFD would review and plan for any required capital improvements to continue providing adequate fire protection services in the project area. Overall, impacts to fire protection services would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

POLICE PROTECTION

PS-2 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN THE NEED FOR ADDITIONAL POLICE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

ANNEXATION ANALYSIS

Future development within the annexation area could result in an increase in demand for police protection services and facilities. As stated above, buildout in accordance with the proposed pre-zones, located within the project site but outside of the Specific Plan area, would result in additional residential and nonresidential development. However, no project-specific construction activities or development projects are currently proposed as part of annexation. Future development projects within the annexation area would be reviewed by LPD and LASD as part of the site plan review process and would require separate environmental review under CEQA to evaluate project-level impacts with regards to LPD and LASD services and facilities. Overall, impacts to police protection services would be less than significant.

SPECIFIC PLAN ANALYSIS

As stated, the NLISP would result in a maximum buildout potential of up to 38.5 million square feet and would increase residents and employment within Lancaster. As such, future development in accordance with the proposed NLISP would result in the increase in demand for LPD and LASD police protection services and facilities. As stated, future development would be designed in compliance with LMC Chapter 15.08, *Building Code*, adopts by reference the 2022 CBC. LMC Chapter 15.08 includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services. Overall, impacts to police protection services would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

SCHOOLS

PS-3 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN THE NEED FOR ADDITIONAL SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

Impact Analysis:

ANNEXATION ANALYSIS

As discussed, future development within the annexation area would increase residents and employment within Lancaster. Thus, the proposed annexation would increase demand for WUSD, LSD, and AVUHSD school services.

Pursuant to SB 50, school fees imposed through the Education Code are deemed to be full mitigation for new development projects; thus, payment of school impact fees would offset the cost of providing services for students potentially generated by future projects. Thus, compliance with State and local regulations and payment of school impact fees would ensure impacts to WUSD, LSD, and AVUHSD services are proportionally offset. Impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

As WUSD and LSD do not have student generation rates for industrial uses, AVUHSD's student generation rate is utilized for all three school services. Based on AVUHSD's student generation rate of 0.0076 per 1,000 square feet of 'Industrial/Warehousing/Manufacturing' development, the NLISP's maximum buildout potential of 38.5 million square feet is anticipated to generate approximately 293 students in the WUSD, LSD, and AVUHSD service areas. Future development projects within the Specific Plan area would be required to pay a standard development impact fee of $3.83 per residential unit and $0.62 per square foot of commercial/industrial uses to WUSD, $5.12

per residential unit and $0.62 per square foot of commercial/industrial uses to LSD, and $1.25 per square foot of new residential development and $0.20 per square foot of industrial use to AVUSHD. School impact fees imposed through the Education Code are deemed to be full mitigation for new development projects. Thus, compliance with State and local regulations would ensure that impacts related to school services are proportionally offset. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

PARKS AND RECREATION

PS-4 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN THE NEED FOR ADDITIONAL PARKS AND RECREATIONAL FACILITIES AND/OR THE INCREASED USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION COULD OCCUR OR BE ACCELERATED.

Impact Analysis:

ANNEXATION ANALYSIS

Future buildout in the annexation area would increase demand for parks and recreational facilities. Future residential development within the annexation area would be required to provide dedication of parkland and/or payment of in-lieu fees and payment of impact fees related to open space pursuant to LMC Section 15.64.070, *Park acquisition fee*, LMC Section 15.64.080, *Park development fee*, and LMC Chapter 15.72, *Park In-Lieu Fees*. Payment of such development impact fees would be required and utilized by the City for maintenance and/or renovating existing facilities. Specifically, the fees would provide funding for additions and/or improvements to parks and recreational facilities due to the increased demands from new development. Overall, compliance with the payment of required impact fees would ensure project impacts to parks and recreational facilities would be less than significant.

SPECIFIC PLAN ANALYSIS

Potential impacts on parks and recreational facilities are typically associated with residential developments or projects with a residential component; as the proposed NLISP would not allow for residential uses, it is not anticipated that direct impacts to parks and recreational facilities would result.

It is acknowledged that the proposed future light and heavy industrial projects within the Specific Plan area are not subject to parkland dedication requirements or in-lieu fees in accordance with the LMC, which only apply to residential development. However, future employees and their families may relocate into the City from other jurisdictions and thus, have an indirect impact on nearby parks and recreational facilities. Future residential developments within the City would be subject to the City's parkland dedication requirements or in-lieu fees in accordance with the LMC. Payment of in-lieu fees would be utilized for the maintenance and/or renovation of existing parks/recreational facilities.

Overall, future light and heavy industrial development associated with the NLISP would not directly increase demand for parks and recreational facilities in a manner that would require the construction of new facilities, the construction of which could cause significant environmental impacts. Therefore, given the nature of the anticipated light and heavy industrial development associated with the NLISP, impacts to parks and recreational facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

PUBLIC LIBRARIES

PS-5 FUTURE DEVELOPMENT ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN THE NEED FOR ADDITIONAL PUBLIC LIBRARY FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

Impact Analysis:

ANNEXATION ANALYSIS

Future development within the annexation area would introduce new residents and employment within Lancaster that could increase demand for library services. However, no project-specific construction activities or development projects are currently proposed as part of annexation. Overall, impacts to library services would be less than significant.

SPECIFIC PLAN ANALYSIS

Potential impacts on library services are typically associated with residential developments or projects with a residential component; as the proposed NLISP would not allow for residential uses, it is not anticipated that direct impacts to library services would result. However, future employees and their families may relocate into the City from other jurisdictions and thus, have an indirect impact on nearby library facilities. Overall, future light and heavy industrial development associated with the NLISP would not directly increase demand for library facilities in a manner that would require the construction of new facilities, the construction of which could cause significant environmental impacts. Therefore, given the nature of the anticipated light and heavy industrial development associated with the NLISP, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.10.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

FIRE PROTECTION

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR FIRE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Similar to future development within the project site, cumulative projects could increase the demand for additional LACFD resources (e.g., additional staffing, equipment, and expanded/new facilities, etc.). Cumulative projects would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services, including Title 24 of the CCR regarding fire suppression standards for new development. Additionally, in conformance with LMC Chapter 15.76, cumulative developments would also be required to pay fire protection fees to mitigate impacts on existing LACFD services and resources.

As discussed above, future development in accordance with the proposed project would result in less than significant impacts to LACFD services upon compliance with applicable regulations and payment of fire protection fees. Therefore, the proposed project would not result in cumulatively considerable impacts to fire protection services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

POLICE PROTECTION

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR POLICE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Similar to future development within the project site, cumulative projects could have the potential to result in the need for additional LPD and LASD resources (e.g., additional staffing, equipment, and expanded/new facilities). However, cumulative projects would be subject to LPD and LASD site plan review and approval.

As discussed above, future development in accordance with the proposed project would result in less than significant impacts to LPD and LASD services upon conformance with all applicable laws, ordinances, and regulations in place for police protection services. Therefore, the proposed project would not result in cumulatively considerable impacts to police protection services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

SCHOOLS

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR SCHOOL SERVICES AND FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative projects within the WUSD, LSD, and AVUHSD school boundaries would introduce new development that could increase demands for WUSD, LSD, and AVUHSD services. However, cumulative projects would be required to pay the statutory school fees to the appropriate school district based on the type and size of development proposed pursuant to SB 50. Payment of school impact fees is considered full mitigation for a project's impacts associated with the need to provide new or altered school facilities to serve new students generated by future development.

As discussed above, future development in accordance with the proposed project would result in less than significant impacts to school services following conformance with the applicable laws, ordinances, and regulations in place for school services as discussed above. Therefore, the proposed project would not result in cumulatively considerable impacts to school services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

PARKS AND RECREATION

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR PARKS AND RECREATIONAL FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative projects could introduce new development that increases demands for parks and recreational facilities provided by the City of Lancaster. However, cumulative projects would be required to adhere to all applicable laws, ordinances, and regulations pertaining to parks and recreational facilities within the City, including the dedication of parklands or payment of park in-lieu fees to offset any potential increase in demand for City parks and recreational facilities.

As discussed above, future development in accordance with the proposed project would result in less than significant impacts to existing City parks and recreational facilities. Therefore, the proposed project would not result in cumulatively considerable impacts to parks and recreational facilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

PUBLIC LIBRARIES

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CREATE INCREASED DEMAND FOR OTHER PUBLIC FACILITIES (I.E., LIBRARY FACILITIES) THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative projects would introduce new development that could increase demands for LA County Library services. However, cumulative projects would be required to adhere to all applicable laws, ordinances, and regulations pertaining to parks and recreational facilities within the City.

As discussed above, future development in accordance with the proposed project would result in less than significant impacts to library services upon conformance with all applicable laws, ordinances, and regulations in place. Therefore, the proposed project would not result in cumulatively considerable impacts to library services.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to public services and recreation have been identified.

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5.11 UTILITIES AND SERVICE SYSTEMS

This section identifies existing utilities and service systems in the project area and provides an analysis of potential impacts that may result from project implementation. Existing baseline conditions, potential project impacts, and mitigation measures to reduce potentially significant impacts, if any, are described. This section is primarily based upon information from public service agencies (refer to Appendix 11.1, *NOP and Comment Letters*, and Appendix 11.7, *Public Service Questionnaires*) and the following technical studies (refer to Appendix 11.5, *Hydrology Study*, and Appendix 11.8, *Water Supply Assessment*):

- *City of Lancaster Hydrology Study for North Annexation Avenue G to Avenue B & 14 Freeway to 5th Street West, Lancaster, CA 93534* (Hydrology Study), prepared by Duke Engineering, dated February 17, 2025; and

- *Water Supply Assessment for the Westside Annexation and Specific Plan Project* (Water Supply Assessment), prepared by Michael Baker International, dated February 2025.

5.11.1 EXISTING SETTING

WATER

Water service within the City is provided by numerous retail water agencies with all water provided from either imported water from the Antelope Valley-East Kern Water Agency (AVEK), groundwater, or a combination. The largest purveyor serving the City is the Los Angeles County Waterworks District 40 (LACWD 40). The southeastern portion of the project site is located in Region 4 of the LACWD 40 service area; however, the project site is not currently served by LACWD 40.[1,2] Generally, the existing developments within the project site are served by individual water wells (i.e., not connected to the LACWD 40 network).

Imported Water

As discussed in the Los Angeles County Waterworks Districts' *2020 Urban Water Management Plan for Los Angeles County Waterworks District No. 40 Antelope Valley* (2020 UWMP), LACWD 40 uses both imported water (purchased from AVEK) and groundwater as its primary water supply sources. Currently, AVEK has an average allocation for purchasing up to 144,844 acre-feet per year (AFY) from the State Water Project (SWP). To maximize the use of its SWP supplies, AVEK has developed and is planning several groundwater banks, including the Westside Water Bank, Antelope Valley Water Bank, and the Water Supply Stabilization Project. AVEK has also entered into various water transfer/exchange programs with other SWP contractors. Of AVEK's 144,844 AFY allocation from

[1] Los Angeles County Department of Public Works, *Los Angeles County Waterworks District No. 40 Region 4, Lancaster & Region 34, Desert View Highlands*, https://pw.lacounty.gov/wwd/web/Documents/LACo_wwd_40_04_&_34index.pdf, accessed November 26, 2024.

[2] Ballesteros, Evelyn, PE, Civil Engineer, Los Angeles County Public Works, Email Correspondence, October 17, 2024.

the SWP, LACWD 40 typically purchases about 70 percent of that volume, which is approximately 58,800 AFY.

Table 5.11-1, *LACWD 40 Current and Projected Water Supplies*, summarizes LACWD 40's current and projected water supplies from 2025 through 2045. As shown, in addition to imported water from AVEK and groundwater, additional purchased/imported water (from a new supply or developer fees) and recycled water are also supply sources for LACWD 40. Future project applicants/developers are responsible for acquiring water supplies from LACWD 40 for new developments.

Table 5.11-1
LACWD 40 Current and Projected Water Supplies

Water Supply	Additional Detail on Water Supply	2020 Reasonably Available Volume	2025 Reasonably Available Volume	2030 Reasonably Available Volume	2035 Reasonably Available Volume	2040 Reasonably Available Volume	2045 Reasonably Available Volume
Purchased Water or Imported Water	AVEK	31,552	57,300	55,800	54,200	52,700	52,700
Groundwater	Antelope Valley Groundwater Basin	14,266	23,289	23,289	23,289	23,289	23,289
Purchased or Imported Water	New Supply from AVEK	0	1,733	1,733	1,733	1,733	1,733
Recycled Water	Refill Lake at Apollo Park and City of Lancaster	361	764	902	1,102	1,302	1,302
Total Water Supplies		**46,179**	**83,086**	**81,764**	**80,024**	**79,024**	**79,024**

Notes: AVEK=Antelope Valley-East Kern Water Agency
1. A normal year is assumed. Does not include rights to carry over water. Imported water return flows are calculated based on 2020 imported water use. As of 2020, the groundwater adjudication judgment provides non-overlying production rights of 6,789 acre-feet and approximately 3,500 acre-feet of unused Federal Reserve Rights. Return flows of 39 percent is based on LACWD 40's use of State Water Project water supply (10,400 acre-feet). LACWD 40 also leases approximately 2,600 acre-feet of groundwater rights from AVEK for a total of 23,298 acre-feet.
2. Groundwater does not include return flows from new supply. It is expected that new supply will generate return flows for LACWD 40 but are not shown for simplicity.
3. Return flows from new supply are not included for clarity in interpreting Supply and Demand Assessment Department of Water Resources Tables 7-2, 7-3, and 7-4 of LACWD 40's 2020 Urban Water Management Plan (UWMP).
4. AVEK Table A SWP Allocation is 144,844 acre-feet, and AVEK indicated that the long-term average is 58 percent of their Table A allocation which is 84,010 acre-feet. LACWD 40 typically purchases about 70 percent of that volume, which is 58,800 acre-feet.
5. Recycled water supplies are shown to equate to recycled water demands, but there is greater reasonably available volume of recycled water. However, there are no additional uses for the recycled water.
6. Information is derived from Table 6-9 of the 2020 UWMP with the correction of a typo in the previous version.

Source: Refer to Appendix 11.8.

Groundwater

The LACWD 40 relies on the Antelope Valley Groundwater Basin for its groundwater supplies. The Antelope Valley Groundwater Basin is a large, topographically closed, alluvial basin with an estimated total storage capacity of about 70 million acre-feet. The basin is recharged principally by deep percolation of precipitation and runoff from the surrounding mountains and hills. For several years, the amount of water being pumped from the Antelope Valley Groundwater Basin was greater than the amount of water being replenished, creating an imbalance within the groundwater aquifers. As such, groundwater levels have declined significantly throughout the Antelope Valley Region. The historical declines in groundwater levels within the Antelope Valley Region have caused permanent damage to aquifers in some areas through land subsidence, resulting in the need to balance groundwater levels.

In December 2015, the Superior Court of California (Court), Santa Clara County, entered a judgment and physical solution in the *Antelope Valley Groundwater Cases* (2015) based on the Court's findings that the Antelope Valley Groundwater Basin is in overdraft. As of 2020, the groundwater adjudication judgment provides non-overlying production rights of 6,789 acre-feet, approximately 3,500 acre-feet of unused federal reserve rights, and return flows equivalent to 39 percent of LACWD 40's five-year average of purchased SWP water supply (39 percent of previous five-year average of imported supplies). LACWD 40 also has the right to lease 2,600 acre-feet of groundwater rights from AVEK, for a total of 23,289 acre-feet of groundwater available to LACWD 40.

Water Demand

LACWD 40 currently provides water to 58,607 service connections, including residential, commercial, industrial, institutional/governmental, and other uses. Table 5.11-2, *LACWD 40 Projected Use for Potable and Non-Potable Water*, provides a summary of projected potable and raw water demands by use type for LACWD.

Table 5.11-2
LACWD 40 Projected Use for Potable and Non-Potable Water

Use Type	Projected Water Use				
	2025	2030	2035	2040	2045
Single-Family	40,919	43,706	46,599	49,601	52,116
Multi-Family	2,212	2,364	2,518	2,683	2,819
Commercial[1]	3,112	2,617	2,178	1,780	1,870
Industrial	3,315	3,546	3,777	4,022	4,226
Institutional/Governmental	1,035	870	726	595	625
Losses[2]	3,808	3,998	4,202	4,419	4,643
Total Water Demand	**54,400**	**57,100**	**60,000**	**63,100**	**66,300**

Notes: All units are in acre-feet per year.
1. The 2025 - 2040 projected water demand is based on gallon per capita per day times the projected population.
2. Losses are assumed to be seven percent of projected water demand.
Source: Refer to Appendix 11.8.

WASTEWATER

Wastewater within the vicinity of the project area is collected by local sewer pipelines, which convey flow to regional trunk sewer pipelines owned and maintained by the Los Angeles County Sanitation Districts (LACSD). The City's wastewater is then conveyed for treatment to LACSD's Lancaster Water Reclamation Plant, located within the northern portion of the project site at 1865 Avenue D. According to the Notice of Preparation (NOP) comment letter from LACSD, the Lancaster Water Reclamation Plant has the capacity to treat 18 million gallons of wastewater per day and currently has an average recycled flow of 13 million gallons of wastewater per day; refer to Appendix 11.1.

As shown on Figure 1, *Wastewater Collection System Map*, of the *City of Lancaster Sewer System Management Plan Update* (SSMP), a segment of the City's local sewer pipeline connects to a 66-inch LACSD regional trunk sewer pipeline near the southern corner of the project site, which then transects the project site in a north-south direction along 20th Street West.[3]

It should be noted that existing uses within the project site are not currently connected to the on-site LACSD regional trunk sewer pipeline or the City's local sewer network. Rather, wastewater generated by existing uses within the project site are collected by underground, privately-owned septic tank systems.

STORMWATER

The *City of Lancaster Master Plan of Drainage Update* (Master Plan of Drainage) and Los Angeles County Department of Public Works' *Los Angeles County Storm Drain System* online viewer include maps showing existing local and regional flood control facilities in the project vicinity, including channels, storm drains, and catch/retention basins.[4,5] However, as depicted in Master Plan of Drainage Appendix C, Sheet 1, *Existing Hydrology Map*, and Los Angeles County Department of Public Works' *Los Angeles County Storm Drain System* online viewer, the project site does not have any existing drainage facilities.[6,7] According to the in the Master Plan of Drainage Appendix B, Sheet 1, *Proposed Master Plan Facilities Map*, and Hydrology Study Appendix XXIV: *Performance Spec*, the City proposes a regional storm drain (sized for 50-year storm events) (i.e., regional earthen channel) in the southwestern portion of the project site on the west side of SR-14 (i.e., near the northwestern corner of the Avenue F and SR-14 intersection).[8] Additional planned regional storm drains (sized for 50-year storm events) (i.e.,

[3] City of Lancaster, *City of Lancaster Sewer System Management Plan Update*, October 2019.

[4] Stantec Consulting Inc., *City of Lancaster Master Plan of Drainage Update, Appendix C, Existing Hydrology Map*, March 20, 2019, https://www.cityoflancasterca.org/home/showpublisheddocument/42836/637485843453730000, accessed September 18, 2024.

[5] Los Angeles County Department of Public Works, *Los Angeles County Storm Drain System*, https://pw.lacounty.gov/fcd/StormDrain/index.cfm, accessed September 18, 2024.

[6] Ibid.

[7] Ibid.

[8] Stantec Consulting Inc., *City of Lancaster Master Plan of Drainage Update, Appendix B, Proposed Facilities Map*, December 01, 2020, https://www.cityoflancasterca.org/home/showpublisheddocument/42834/637485843440470000, accessed September 18, 2024.

regional earthen channels and reinforced concrete pipes) and proposed outlet/energy dissipators are located off-site within existing City limits near the southern project boundary.

There is no existing stormwater infrastructure on-site. According to the Hydrology Study, on-site stormwater generated south of Avenue E currently sheet flows in a northeasterly direction. During large storm events, off-site stormwater flow enters the project area along Avenue G and exits along the eastern project boundary, near 5th Street West and Avenue D-8. On-site stormwater generated north of Avenue E currently sheet flows in a southeasterly direction. During large storm events, off-site stormwater flow enters the project area along 30th Street West and crosses under SR-14, continuing in a southeasterly direction towards the intersection of Avenue D and Sierra Highway, where it eventually exits along the eastern project boundary at 5th Street West and Avenue D-8.

SOLID WASTE

The majority of the City's solid waste is disposed of at two landfills, the Antelope Valley Public Landfill and the Lancaster Landfill and Recycling Center. These landfills are classified as Class III landfills, which are permitted to accept only non-hazardous waste. Table 5.11-3, *Landfills Serving the City*, provides a summary of both facilities and their respective levels of capacity for solid waste.

Table 5.11-3
Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2019 (tons per day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Antelope Valley Public Landfill 1200 West City Ranch Road Palmdale, CA 93551	38,525	5,548	17,911,225	4/1/2044
Lancaster Landfill and Recycling Center 600 East Avenue F Lancaster, CA 93535	88,749	5,100	14,514,648	3/1/2044
Total	**127,274**	--	**32,425,873**	--

Note: The following landfills received less than one percent (combined) of the City's solid waste and thus were excluded from this table: Azusa Land Reclamation Co. Landfill, Chiquita Canyon Sanitary Landfill, El Sobrante Landfill, Frank R. Bowerman Sanitary LF, Olinda Alpha Landfill, Simi Valley Landfill and Recycling Center, and Canyon City/County Landfill.

Sources:
1. California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed December 19, 2024.
2. California Department of Resources Recycling and Recovery, *Jurisdiction Disposal By Facility, Disposal during 2019 for Lancaster*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed December 19, 2024.

DRY UTILITIES

Electricity

Lancaster Choice Energy (LCE) is the City's locally operated, locally controlled electrical power provider. LCE was designed to offer residents and businesses within the City a viable alternative to traditional investor-owned utilities (e.g., Southern California Edison). LCE obtains electricity from a variety of generation sources. At a minimum, 35 percent of LCE's Clear Choice option comes from renewable sources. LCE's Smart Choice option provides electricity from 100 percent renewable sources. LCE rolled out to all City customers in 2015. Southern California Edison (SCE) continues to maintain the grid, provide customer service, and handle repairs, outages, and billing. Overall, LCE procures and generates electricity while SCE delivers the energy through existing infrastructure.

Natural Gas

Natural gas services in the project area are provided by the Southern California Gas Company (SCG). SCG's total service territory encompasses approximately 24,000 square miles throughout central and southern California.

SCG maintains an extensive supply network within the project vicinity. Natural gas service lines range in size from two- to six-inch delivery mains. The main 30-inch supply line to the Antelope Valley comes from the south end of the valley, from Palmdale off of Avenue S, which then travels in a south-north direction at the intersection of Avenue S and 10th Street East. No SCG infrastructure is currently located within the project site.[9]

Telecommunications

Telecommunication systems for telephones, internet, and cable television are provided by Race Communications, Frontier Communications, and Spectrum. Facilities are located above and below ground within private easements.

5.11.2 REGULATORY SETTING

WATER

Federal Level

FEDERAL SAFE DRINKING WATER ACT OF 1974

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national health-based standards for drinking water to protect against both naturally occurring and

[9] Southern California Gas Company, *Gas Transmission Pipeline Interactive Map - Los Angeles*, https://socalgas.maps.arcgis.com/apps/webappviewer/index.html?id=c85ced1227af4c8aae9b19d677969335, accessed November 26, 2024.

man-made contaminants that may be found in drinking water. The U.S. EPA, states, and water systems then work together to make sure that these standards are met. Originally, Safe Drinking Water Act focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The Safe Drinking Water Act applies to every public water system in the United States.

State Level

STATE OF CALIFORNIA WATER RECYCLING ACT

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

CALIFORNIA CODE OF REGULATIONS, TITLE 22, DIVISION 4, CHAPTER 3 WATER RECYCLING CRITERIA

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, *Water Recycling Criteria*. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

URBAN WATER MANAGEMENT PLAN ACT

The Urban Water Management Plan (UWMP) Act was passed in 1983 and codified as Water Code Sections 10610 through 10657. Since its adoption in 1983, the UWMP Act has been amended on several occasions. Some of the more notable amendments include an amendment in 2004, which required additional discussion of transfer and exchange opportunities, non-implemented demand management measures, and planned water supply projects. Also, in 2005, another amendment required water use projections (required by Water Code Section 10631) to include projected water use for single-family and multi-family residential housing needed for lower income households. In addition, Government Code Section 65589.7 was amended to require local governments to provide the adopted housing element to water and sewer providers. The Act requires "every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000-acre feet of water annually, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan." Urban water suppliers must file these plans with the California Department of Water Resources every five years describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the Memorandum of Understanding Regarding Urban Water Conservation in California and Assembly Bill (AB) 11, the 2005 UWMP Act, incorporated water conservation initiatives, and a Water Shortage Contingency Plan as well.

WATER CONSERVATION ACT OF 2009

Water Code Sections 10800, *et seq*. creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California's water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

SENATE BILL (SB) 610

Water Code Sections 10610 to 10656 require water suppliers to prepare an UWMP to promote water demand management and efficient use in their service areas. UWMPs are included with the environmental document for specified projects.

Concerning water supply, the Water Code requires preparation of a Water Supply Assessment for certain projects.[10] The Water Code requires that a Water Supply Assessment be prepared for any "project" which would consist of one or more of the following:[11]

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sf)of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area;
- A mixed-use project that includes one or more of the projects specified above; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

[10] Water Code Sections 10910–10915.
[11] Water Code Section 10912(a).

EFFICIENCY STANDARDS

CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. The CBC (CCR Title 24) includes the California Plumbing Code (Part 5), which promotes water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

Local Level

LOS ANGELES COUNTY WATERWORKS 2020 URBAN WATER MANAGEMENT PLAN FOR LOS ANGELES COUNTY WATERWORKS DISTRICT NO. 40 ANTELOPE VALLEY

In compliance with Water Code Sections 10610 through 10656 of the UWMP Act, LACWD 40 adopted its UWMP in October 2021. The UWMP outlines LACWD 40's existing and future water supplies and assesses LACWD's forecasted water demands and supply availability through 2045. The UWMP also includes a description of LACWD's service area, baseline and target updates for water demand per capita, water supplies, water supply reliability, and water conservation efforts.

CITY OF LANCASTER GENERAL PLAN 2030

The Plan for the Natural Environment and the Plan for Municipal Services and Facilities in the General Plan includes objectives and policies related to the City's water services. The following goals and policies are relevant to the proposed project:

Plan for the Natural Environment

Objective 3.1:	Protect, maintain, and replenish groundwater supplies to meet present and future urban and rural needs.
Policy 3.1.1	Ensure that development does not adversely affect the groundwater basin.

Objective 3.2: Reduce the per capita rate of water consumption in the City of Lancaster through increased conservation, technology, retrofits and system efficiency to levels consistent with other desert communities.

Policy 3.2.1 Promote the use of water conservation measures in the landscape plans of new developments.

Policy 3.2.2: Consider the potential impact of new development projects on the existing water supply.

Policy 3.2.3: Encourage incorporation of water-saving design measures into existing developments.

Policy 3.2.4: Implement the public information/education component of the City's Water Conservation Program in order to develop and maintain public sensitivity to water conservation issues and to encourage voluntary compliance with programs designed to reduce water consumption.

Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.

Policy 3.2.6: Continue to provide water conservation leadership by example through implementing the Water Management Component of the City's Water Conservation Program at City facilities.

Plan for Municipal Services and Facilities

Objective 15.1: Achieve and maintain adequate fire flow as established by the County Fire Department; sufficient storage for emergency situations. (Water Systems)

Policy 15.1.2: Cooperate with local water agencies to provide an adequate water supply system to meet the standards for domestic and emergency needs.

LANCASTER MUNICIPAL CODE

Lancaster Municipal Code (LMC) Chapter 15.64, *Development Impact Fees*, establishes an urban structure program for the adoption and administration of development impact fees by the City for the benefit of the citizens.

WASTEWATER

Federal Level

FEDERAL CLEAN WATER ACT (33 USC SECTIONS 1251, ET SEQ.)

The Clean Water Act's (CWA) primary goals are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. EPA has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

State Level

CALIFORNIA CODE OF REGULATIONS TITLE 24 –PLUMBING CODE

CCR Title 24, Part 5 refers to the 2022 edition of the California Plumbing Code (CPC), which contains plumbing design and construction standards for habitable structures. Provisions contained in the CPC provide minimum standards to safeguard life or limb, health, property, and public welfare. It also protects against hazards that may arise from the use of plumbing piping and systems by regulating and controlling the design, construction, installation, quality of materials, location and operation of plumbing piping systems within the State. In particular, Appendix H, *Private Sewage Disposal Systems*, provides design and system standards for private sewage systems, including septic systems.

STATE WATER RESOURCES CONTROL BOARD STATEWIDE GENERAL WASTE DISCHARGE REQUIREMENTS

The SWRCB's General Waste Discharge Requirements specify that all federal and State agencies, municipalities, counties, districts, and other public entities that own or operate sewer systems greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State need to develop a Sewer Master Plan. The Sewer Master Plan is required to evaluate existing sewer collection systems and provide a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. The Sewer Master Plan also includes:

- Inflow and infiltration studies to analyze flow monitoring and water use data;
- A capacity assurance plan to analyze the existing system with existing land use and unit flow factors;
- A condition assessment and sewer system rehabilitation plan; and
- A financial plan with recommended capital improvements and financial models.

Local Level

LANCASTER SEWER SYSTEM MANAGEMENT PLAN

The *Lancaster Sewer System Management Plan* (SSMP), last updated in October 2019, was prepared pursuant to SWRCB's Statewide General Waste Discharge Requirements and Monitoring and Reporting Program (GWDR) Order No. 2006-0003. SSMPs are State-mandated requirements for California public collection system agencies that own or operate sanitary sewer systems greater than one mile in length. The goals for these plans are to reduce Sanitary Sewer Overflows (SSOs), protect public health and environment, and improve the overall maintenance and management of sewer systems, including neighborhood lift stations. The City's SSMP includes a comprehensive assessment of its existing sewer system and its ability to accommodate existing and future wastewater collection needs. It is acknowledged that the project site is not currently connected to the City's sewer system network but may in the future.

CITY OF LANCASTER GENERAL PLAN 2030

The Plan for the Natural Environment and the Plan for Municipal Services and Facilities in the General Plan includes objectives and policies to address the City's wastewater services. The following goals and policies are relevant to the proposed project:

Plan for the Natural Environment

Policy 3.1.3: Encourage the use of recycled tertiary treated wastewater when possible.

Policy 3.2.3 Encourage incorporation of water-saving design measures into existing developments.

Policy 3.2.5 Promote the use of water conservation measures in the design of new developments.

Plan for Municipal Services and Facilities

Objective 15.1: Achieve and maintain the following levels of service:

- Performance Objective (Facility/Service)
- Restricted flow only during peak day, peak hour conditions (Sanitary Sewers)
- Remain within the rated capacity of the treatment facility (Sewage Treatment)

Policy 15.1.5: Ensure sufficient infrastructure is built and maintained to handle and treat wastewater discharge.

LANCASTER MUNICIPAL CODE

LMC Section 13.08.060, *Connection to public sewer—Payment of fees required*, states that any person desiring to connect any lot to a public sewer shall, as a prerequisite to obtaining the permits pursuant to the provisions of the CPC, as set out in LMC Chapter 15.20, *Plumbing Code*, pay all fees or charges which may be required by the City of Lancaster.

LMC Section 13.08.680, *Permit—Required when*, states that City permits are required for the disposal of industrial waste to the public sewer system. A separate permit shall be required for each connection discharging industrial waste to the public sewer system.

LMC Section 13.08.785, *Permit—Not required when*, states that City permits are not required for the disposal of waste which consists only of domestic sewage into septic tanks or cesspools constructed pursuant to the provisions of the CPC, as set out under LMC Title 15, *Buildings and Construction*.

LMC Section 16.24.210, *Use of septic tanks*, allows the use of on-site septic systems in nonurban residential areas as defined by the general plan only where there is no feasible method of providing sanitary sewers, and where the soil and groundwater conditions of the site are suitable for the use of such systems.

STORMWATER

Federal Level

Refer to Section 5.7.2, *Regulatory Setting*, for a discussion regarding all applicable federal level regulations regarding stormwater.

State Level

Refer to Section 5.7.2 for a discussion regarding all applicable State level regulations regarding stormwater.

Local Level

Section 5.7 includes a discussion on all applicable local level regulations regarding stormwater. Nevertheless, the following discussion on local regulations and standards are specifically focused on impacts to stormwater as a utility service system.

CITY OF LANCASTER MASTER PLAN OF DRAINAGE

In 1992, the City adopted the Master Plan of Drainage. The current version of the Master Plan of Drainage (dated May 2019 and revised December 3, 2020) contains updated facilities and drainage fee schedules. The City funds all Master Plan of Drainage facilities through drainage impact fees and drainage maintenance fees.

CITY OF LANCASTER STORMWATER MANAGEMENT PLAN

The CWA mandates that cities in major metropolitan areas, such as Los Angeles County, obtain permits to "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable..." The U.S. EPA has delegated this authority to the State of California, which has authorized the SWRCB and its local regulatory agencies, the RWQCBs, to control nonpoint source discharges to California's waterways.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These regional MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA Section 402(p). The management programs specify what best management practices (BMPs) will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The City has been designated a regulated Small Municipal Separate Storm System by the U.S. EPA pursuant to 40 Code of Federal Regulations (CFR) 122.322(a)(1). To comply with the Phase II regulations of the NPDES, the City filed a Notice of Intent (NOI) to comply with the SWRCB Small MS4 General Permit in lieu of obtaining an individual permit. In compliance with federal regulations, the City submitted an NOI, a Storm Water Management Program (SWMP), and applicable fee on March 7, 2003. On April 20, 2003, NPDES General Permit No. CAS000004 was adopted. The objective of the City's SWMP is to establish ordinances, policies, procedures, and practices to manage and control the quality of stormwater runoff in Lancaster.

LANCASTER MUNICIPAL CODE

LMC Section 8.50.200, *Stormwater management and rainwater retention*, establishes stormwater management practices or technical requirements for existing and/or new landscape that minimize runoff and increase rainwater retention and infiltration. Suggested BMPs are also outlined in the section.

LMC Chapter 13.04, *Drainage Regulations*, requires the maintenance of drainage facilities, prohibits depositing trash or debris in stormwater drainage facilities, and establishes the city's intent to construct the planned drainage facilities and to designate fees that are fairly apportioned within the drainage area based on the need for drainage facilities created by the proposed subdivision and development of other property within such area.

LMC Section 15.64.060, *Drainage/flood control improvements fee*, requires that all new development in the City pay a drainage/flood control improvements fee to offset impacts related to each new development's stormwater runoff.

LMC Chapter 16.24, *Improvements, Dedications and Reservations*, requires all improvements that are required by the conditions of a tentative map, by this chapter, or by any other City statute, ordinance or policy, to conform with the requirements within Chapter 16.24, including those outlines in Article

II, *Drainage Facilities*, of this chapter. Specifically, Section 16.24.140, *Hydrology study*, requires a hydrology study be submitted and approved prior to the filing of the final map. The hydrology study would verify that the proposed streets and existing downstream streets are designed to carry a 50-year storm, top-of-curb to top-of-curb, and 100-year storm within the right-of-way, among others. The anticipated flow through new developments and potential associated drainage problems would be mitigated through the installation of drainage structures such as culverts, storm drains, or other improvements in accordance with LMC Section 16.24.150, *Mitigation of storm and nuisance water runoff*.

SOLID WASTE

Federal Level

RESOURCE CONSERVATION AND RECOVERY ACT OF 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 (Title 40 of the CFR), Part 258 contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The Federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State Level

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT OF 1989 (AB 939)

The Integrated Solid Waste Management Act of 1989 (AB 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates. Actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the County or show a plan to transform or divert its waste.

ASSEMBLY BILL 341

AB 341 (Chapter 476, Statutes of 2011) increased the Statewide solid waste diversion goal to 75 percent by 2020. The law also mandates recycling for commercial and multi-family residential land uses as well as school districts.

ASSEMBLY BILL 1826

Assembly Bill 1826 (AB 1826) (California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

CALIFORNIA GREEN BUILDING STANDARDS CODE

Section 5.408, *Construction Waste Reduction, Disposal and Recycling*, of the California Green Building Standards Code (CALGreen) (Title 24, CCR, Part 11) requires at least 65 percent of nonhazardous construction and demolition waste from non-residential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2022 CALGreen took effect on January 1, 2023.

Local Level

CITY OF LANCASTER GENERAL PLAN 2030

Plan for Municipal Services and Facilities

The Plan for Municipal Services and Facilities in the General Plan includes objectives and policies to address solid waste within the City. The following goals and policies are relevant to the proposed project:

Objective 15.2:	Minimize the negative impacts of solid waste disposal using a variety of methods including mitigating the disposal of waste from outside the Antelope Valley.
Policy 15.2.1:	Consider the use of conversion technologies at appropriate facilities.
Policy 15.2.2	Minimize the generation of solid wastes as required by State law (AB 939) through an integrated program of public education, source reduction, and recycling.

LANCASTER MUNICIPAL CODE

LMC Chapter 13.16, *Refuse Collection and Disposal*, addresses waste collection and disposal within the City. The purpose of the chapter is to promote the health, safety, and welfare of residents in Lancaster by establishing regulations governing the collection and disposal of refuse.

LMC Chapter 13.17, *Requirements for the Collection and Recycling of Recyclable Materials and Collection and Organics Processing of Organic Material Generated from Commercial Facilities, Multi-Family Dwellings, and Special Events*, adopts the State-mandated policies regarding solid waste collection and disposal. These policies include the California Integrated Waste Management Act (AB 939), as amended by AB 341 and AB 1826, and any future bills amending the California Integrated Waste Management Act. The State assembly aims to increase the diversion of recyclable material and organic waste from landfill disposal, reduce greenhouse gas emissions, conserve water, energy, and other natural resources, and protect the environment. This chapter ensures Citywide compliance with State-mandated solid waste policies.

DRY UTILITIES

State Level

CALIFORNIA CODE OF REGULATIONS TITLE 24 – ELECTRIC CODES

CCR Title 24 refers to the California Building Code (CBC) and contains regulations and general construction building standards of State adopting agencies, including provisions discussing electricity and potential hazards arising from electric installations. Part 3 of the CBC refers to the California Electrical Code, which contains standards for the installation and maintenance for electric utility lines.

Local Level

CITY OF LANCASTER GENERAL PLAN 2030

Plan for the Municipal Services and Facilities

The Plan for Municipal Services and Facilities in the General Plan includes objectives and policies to address dry utilities within the City. The following goals and policies are relevant to the proposed project:

Objective 15.3	Ensure the coordination of development activity with the provision of public services and facilities in order to eliminate gaps in service provision, provide economical public services, and achieve the equitable sharing of the cost of such facilities and services.
Policy 15.3.2	Ensure that the City is proactive in addressing the infrastructure and service needs of the wireless communications industry.

LANCASTER MUNICIPAL CODE

LMC Chapter 15.12, *Electrical Code*, adopts by reference the 2022 California Electrical Code (CEC) in its entirety. The California Electrical Code would constitute the electrical code regulations of the City.

LMC Chapter 17.40, *General Regulations*, established general development standards for new development, regardless of its zoning. Specifically, LMC Article XIII, *Wireless Telecommunication Facilities*, establishes standards for the placement and use of wireless telecommunication facilities in all zones in which they are allowed within the City of Lancaster. These requirements provide incentives for well-designed and well-placed telecommunication facilities by simplifying and shortening the review process, where warranted, while at the same time protecting the public interest.

5.11.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA Guidelines Appendix G contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statements USS-1, USS-2, USS-3, and USS-5);

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-1);

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (refer to Impact Statement USS-2);

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (refer to Impact Statement USS-4); and/or

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste (refer to Impact Statement USS-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.11.4 IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

USS-1 PROJECT IMPLEMENTATION COULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY AND MULTIPLE DRY YEARS, AND WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER SUPPLY FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed annexation itself would not require the construction of new water facilities or the expansion of existing water facilities. However, future development in accordance with the proposed land use designations and pre-zones detailed on Exhibit 3-3, *Proposed General Plan and Zoning*, within the annexation area would occur in the future and may require or result in the construction of new or expanded water utility infrastructure. Future projects within the annexation area may also be required to annex into the LACWD 40 system. Future development would also be required to comply with all applicable State and local regulations and policies related to water supply and infrastructure. Specifically, future development would be required to adhere to Title 20 of the CCR and implement water efficiency design standards. Water connections to off-site water lines would be established through coordination between future project applicants, the City, and LACWD 40. Future developments may also be required to demonstrate adequate water supply with either a signed Water Availability Form or "Will-Serve" letter, as applicable. Adherence to State and local regulations would reduce potential water supply and infrastructure impacts to less than significant levels.

SPECIFIC PLAN ANALYSIS

Future development within the Specific Plan area would require the construction of new or expanded water utility infrastructure. Potable water service would be provided by LACWD 40. As depicted on Exhibit 3-7, *Potable Water Infrastructure Plan*, an existing LACWD 36-inch potable water main runs along Avenue H, approximately 1.5 miles south of the Specific Plan area. The existing water main would provide points of connection at 20th Street West, 10th Street West, and Sierra Highway. Future on-site improvements include installing water lines within 20th Street West, 10th Street West, Avenue F-8, Avenue F, Avenue E, and Avenue D; within the common border between Planning Areas 1 and 2; and within Sierra Highway. Future off-site improvements include installing water lines within 20th Street West, 10th Street West; and Sierra Highway from Avenue F-8 to Avenue H.

Additionally, recycled water service would be provided by LACSD. As depicted on Exhibit 3-8, *Recycled Water Infrastructure Plan*, there are no existing recycled water lines within the Specific Plan area. Planned on-site improvements include installing recycled water lines within 20th Street West, along the common border between Planning Areas 1 and 2, and within Sierra Highway, Avenue D, Avenue E, and Avenue F. Planned off-site improvements include installing recycled water lines within 20th Street West, and Sierra Highway between Avenue F-8 and Avenue H.

Buildout of the NLISP would result in water demand from individual uses and irrigation. Table 5.11-4, *Estimated Water Demand for Specific Plan Irrigation*, summarizes the estimated water use anticipated for irrigation within the Specific Plan area. As detailed in Table 5.11-4, buildout of the NLISP would result in an irrigation water demand of 181,373,617 gallons per year.

Table 5.11-4
Estimated Water Demand for Specific Plan Irrigation

Description	Water Use	Plant Factor (PF)	Irrigation Method[1]	Irrigation Efficiency (IE)[2]	ETAF (PF/IE)[3]	Landscape Area (SF)	ETAF x Area (SF)	ETWU (gallons per year)[4]
PA 1	Trees/Shrubs	0.2	Drip	0.81	0.247	1,637,856	404,408.9	17,827,153
PA 2	Trees/Shrubs	0.2	Drip	0.81	0.247	1,659,636	409,786.7	18,064,216
PA 3	Trees/Shrubs	0.2	Drip	0.81	0.247	644,688	159,182.2	7,017,071
PA 4	Trees/Shrubs	0.2	Drip	0.81	0.247	605,484	149,502.2	6,590,357
PA 5	Trees/Shrubs	0.2	Drip	0.81	0.247	2,678,940	661,466.7	29,158,774
PA 6	Trees/Shrubs	0.2	Drip	0.81	0.247	1,219,680	301,155.6	13,275,539
PA 7	Trees/Shrubs	0.2	Drip	0.81	0.247	348,480	86,044.4	3,793,011
PA 8	Trees/Shrubs	0.2	Drip	0.81	0.247	348,480	86,044.4	3,793,011
					Total	9,143,244	2,257,591	99,519,131
							Estimated Total Water Use (ETWU)[4]	**99,519,131**
							Maximum Allowed Water Allowance (MAWA)[5]	**181,373,617**

Notes: PA=Planning Area; SF=square feet
1. Irrigation Method: Drip
2. Irrigation Efficiency: 0.81 for Drip
3. ETAF = Evapotranspiration Adjustment Factor
4. ETWU (Annual Gallons Required) = Eto * 0.62 * ETAF * Area. Where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, and Eto is 71.1.
5. MAWA (Annual Gallons Allowed) = Eto * 0.62 * [(ETAF * LA) + ((1-ETAF) * SLA)]. Where LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, ETAF is 0.55 for residential areas and 0.45 for non-residential areas, and Eto is 71.1.

Source: Refer to Appendix 11.8.

Table 5.11-5, *Specific Plan Water Demand*, summarizes the estimated water use anticipated with buildout of the NLISP, including irrigation water demand. As detailed in Table 5.11-5, buildout of the NLISP would result in a water demand of 7,269,990 gallons per day, or 8,143 acre-feet per year.

Table 5.11-5
Specific Plan Water Demand

Planning Area	Land Use Type	Use Area (acres)	Use Area (ft²)	Water Duty Factor[1] (gpd/ksf)	Total Demand (gpd)	Total Water Demand (afy)
1	Light Industrial (LI)	313.6	6,830,208	64	437,133	490.0
2	Light Industrial (LI)	317.3	6,910,794	64	442,291	495.8
3	Light Industrial (LI)	123.4	2,687,652	64	172,010	192.8
4	Light Industrial (LI)	115.8	2,522,124	64	161,416	180.9
5	Light Industrial (LI)	512.4	11,160,072	64	714,245	800.6
6	Light Industrial (LI)	233.0	5,074,740	64	324,783	364.0
7	Heavy Industrial (HI)[2]	75.9	1,653,102	1,500	2,479,653	2,778
8	Heavy Industrial (HI)[2]	77.7	1,692,306	1,500	2,538,459	2,843
	Roadway	91.6	-	-	-	-
	Totals	**1,860**	**38,530,998**	**-**	**7,269,990**	**8,143**

Notes: gpd = gallons per day; ksf = 1,000 square feet; afy = acre-feet per year
1. Water duty factors are based on Water Demand Factor Study by Ventura Water (refer to Appendix 11.8).

2. Unit demand factor is based on the Raw Factor for "Industrial 3" in Appendix B of Water Demand Factor Study by Ventura Water (refer to Appendix 11.8).
Source: Refer to Appendix 11.8.

Leisure Lake Mobile Estates, located within the project site but outside of the Specific Plan area, is currently served by existing individual water wells and potential future connections to LACWD 40's network would increase water demand deriving from this residential community. As detailed in Water Supply Assessment Table 7A, *Leisure Lakes Estimated Water Demand (AFY)*, future water demand associated with the Leisure Lake Mobile Estates would be approximately 154,367.6 gallons per day is conservatively added to the projected water demand associated with NLISP buildout.

Overall, buildout of the NLISP (including industrial uses, irrigation use, and Leisure Lakes Mobile Estates) would result in a water demand of approximately 7,921,271.6 gallons per day.

As detailed in Table 5.11-6, *LACWD 40 Normal Year Water Supply and Demand Comparison*, through Table 5.11-8, *LACWD 40 Multiple Dry Years Water Supply and Demand Comparison*, LACWD 40 would have sufficient water supplies to serve buildout of the NLISP and existing customers during normal, single dry-year, and multiple dry-year scenarios through 2045 by utilizing the process to secure fully reliable new water supplies, outlined in the New Water Supply Acquisition MOU with AVEK. In a single dry-year scenario, AVEK would meet LACWD 40's water demand by pumping groundwater from its banked supplies. As individual projects are developed, their specific demands would be assessed, and resources allocated to maintain a balanced and sustainable water supply. It is the responsibility of future project applicants/developers to secure water supplies from LACWD 40 for new developments.

Table 5.11-6
LACWD 40 Normal Year Water Supply and Demand Comparison

Supply/Demand	2025	2030	2035	2040	2045
Supply Totals[1]	83,086	81,724	80,324	79,024	79,024
AVEK State Water Project[2]	57,300	55,800	54,200	52,700	52,700
LACWD 40's Groundwater Production Rights[2]	6,789	6,789	6,789	6,789	6,789
LACWD 40's Unused Federal Reserve Rights	3,500	3,500	3,500	3,500	3,500
LACWD 40's Imported Water Return Flows	10,400	10,400	10,400	10,400	10,400
LACWD 40/AVEK Lease	2,600	2,600	2,600	2,600	2,600
New Supply from AVEK[3]	1,733	1,733	1,733	1,733	1,733
Recycled Water[2,4]	764	902	1,102	1,302	1,302
Demand Totals[5]	55,164	58,002	61,002	64,402	67,602
Difference (Supply Minus Demand)	**27,922**	**23,722**	**19,222**	**14,622**	**11,422**

Notes: All units are in acre-feet per year.
1. Supply total is from revised Department of Water Resources (DWR) Table 6-9 with a correction of a typo.
2. Supply total from DWR Table 6-9.

3. New supply projections are based on anticipated new water supply that will be acquired by the AVEK for developers. These projections are consistent with the developer demands (projections provided by New Water Supply and Development Services for the LACWD 40.
4. Recycled water supply volumes are set equal to projected water demand.
5. Demand from the project has been factored into the projected water demand calculation in the LACWD 40 *2020 Urban Water Management Plan*.

Source: Refer to Appendix 11.8.

Table 5.11-7
LACWD 40 Single Dry-Year Water Supply and Demand Comparison

Supply/Demand	2025	2030	2035	2040	2045
Supply Totals[1]	55,164	58,002	61,102	64,402	67,602
AVEK State Water Project[2]	5,000	5,000	5,000	5,000	5,000
AVEK Groundwater from Banked Supplies	24,378	27,078	29,978	33,078	36,278
LACWD 40's Groundwater Production Rights	6,789	6,789	6,789	6,789	6,789
LACWD 40's Unused Federal Reserve Rights	3,500	3,500	3,500	3,500	3,500
LACWD 40's Imported Water Return Flows	10,400	10,400	10,400	10,400	10,400
LACWD 40/AVEK Lease	2,600	2,600	2,600	2,600	2,600
New Supply from AVEK[3]	1,733	1,733	1,733	1,733	1,733
Recycled Water[2]	764	902	1,102	1,302	1,302
Demand Totals[3]	55,164	58,002	61,102	64,402	67,602
Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**

Notes: All units are in acre-feet per year.
1. New supply projections are based on anticipated new water supply that will be acquired by the Antelope Valley-East Kern Water Agency for developers. These projections are consistent with the developer demands (projections provided by New Water Supply and Development Services for the LACWD 40.
2. Recycled water supply volumes are projected water use and not reasonably available volumes.
3. Demand from the project has been factored into the projected water demand calculation in the LACWD *2020 Urban Water Management Plan*.

Source: Refer to Appendix 11.8.

Table 5.11-8
LACWD 40 Multiple Dry-Years Water Supply and Demand Comparison

	Supply/Demand	2025	2030	2035	2040	2045
First Year	Supply Totals	55,164	58,002	61,102	64,402	67,602
	AVEK State Water Project	12,500	12,500	12,500	12,500	12,500
	AVEK Groundwater from Banked Supplies	16,878	19,578	22,487	25,578	28,778

	Supply/Demand	2025	2030	2035	2040	2045
	LACWD 40's Groundwater Production Rights	6,789	6,789	6,789	6,789	6,789
	LACWD 40's Unused Federal Reserve Rights	3,500	3,500	3,500	3,500	3,500
	LACWD 40's Imported Water Return Flows	10,400	10,400	10,400	10,400	10,400
	LACWD 40/AVEK Lease	2,600	2,600	2,600	2,600	2,600
	New Supply from AVEK[1]	1,733	1,733	1,733	1,733	1,733
	Recycled Water[2]	764	902	1,102	1,302	1,302
	Demand Totals[3]	55,164	58,002	61,102	64,402	67,602
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Second Year	Supply Totals	59,776	59,914	61,102	64,402	67,602
	AVEK State Water Project	32,700	32,700	32,700	32,700	32,700
	AVEK Groundwater from Banked Supplies	0	0	2,278	5,378	8,578
	LACWD 40's Groundwater Production Rights	6,789	6,789	6,789	6,789	6,789
	LACWD 40's Unused Federal Reserve Rights	3,500	3,500	3,500	3,500	3,500
	LACWD 40's Imported Water Return Flows	10,400	10,400	10,400	10,400	10,400
	LACWD 40/AVEK Lease	2,600	2,600	2,600	2,600	2,600
	New Supply from AVEK[1]	1,733	1,733	1,733	1,733	1,733
	Recycled Water[2]	764	902	1,102	1,302	1,302
	Demand Totals[3]	55,164	58,002	61,102	64,402	67,602
	Difference (Supply Minus Demand)	**4,612**	**1,912**	**0**	**0**	**0**
Third Year	Supply Totals	55,164	58,002	61,102	64,402	67,602
	AVEK State Water Project	13,500	13,500	13,500	13,500	13,500
	AVEK Groundwater from Banked Supplies	15,878	18,578	21,478	24,578	27,778
	LACWD 40's Groundwater Production Rights	6,789	6,789	6,789	6,789	6,789
	LACWD 40's Unused Federal Reserve Rights	3,500	3,500	3,500	3,500	3,500

	Supply/Demand	2025	2030	2035	2040	2045
	LACWD 40's Imported Water Return Flows	10,400	10,400	10,400	10,400	10,400
	LACWD 40/AVEK Lease	2,600	2,600	2,600	2,600	2,600
	New Supply from AVEK[1]	1,733	1,733	1,733	1,733	1,733
	Recycled Water[2]	764	902	1,102	1,302	1,302
	Demand Totals[3]	55,164	58,002	61,102	64,402	67,602
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Fourth Year	Supply Totals	55,164	58,002	61,102	64,402	67,602
	AVEK State Water Project	25,900	25,900	25,900	25,900	25,900
	AVEK Groundwater from Banked Supplies	3,478	6,178	9,078	12,178	15,378
	LACWD 40's Groundwater Production Rights	6,789	6,789	6,789	6,789	6,789
	LACWD 40's Unused Federal Reserve Rights	3,500	3,500	3,500	3,500	3,500
	LACWD 40's Imported Water Return Flows	10,400	10,400	10,400	10,400	10,400
	LACWD 40/AVEK Lease	2,600	2,600	2,600	2,600	2,600
	New Supply from AVEK[1]	1,733	1,733	1,733	1,733	1,733
	Recycled Water[2]	764	902	1,102	1,302	1,302
	Demand Totals[3]	55,164	58,002	61,102	64,402	67,602
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Fifth Year	Supply Totals	55,164	58,002	61,102	64,402	67,602
	AVEK State Water Project	18,200	18,200	18,200	18,200	18,200
	AVEK Groundwater from Banked Supplies	11,178	13,878	16,778	19,878	23,078
	LACWD 40's Groundwater Production Rights	6,789	6,789	6,789	6,789	6,789
	LACWD 40's Unused Federal Reserve Rights	3,500	3,500	3,500	3,500	3,500
	LACWD 40's Imported Water Return Flows	10,400	10,400	10,400	10,400	10,400
	LACWD 40/AVEK Lease	2,600	2,600	2,600	2,600	2,600
	New Supply from AVEK[1]	1,733	1,733	1,733	1,733	1,733

	Supply/Demand	2025	2030	2035	2040	2045
	Recycled Water[2]	764	902	1,102	1,302	1,302
	Demand Totals[3]	55,164	58,002	61,102	64,402	67,602
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**

Notes: All units are in acre-feet per year.
1. New supply projections are based on anticipated new water supply that will be acquired by the Antelope Valley-East Kern Water Agency for developers. These projections are consistent with the developer demands (projections provided by New Water Supply and Development Services for the LACWD 40. Return flows from new supply are not included for clarity in interpreting Supply and Demand Assessment Tables 7-2, 7-3, and 7-4.
2. Recycled water supply volumes are set equal to projected water demand.
3. Demand from the project has been factored into the projected water demand calculation in the LACWD 40 *2020 Urban Water Management Plan*.

Source: Refer to Appendix 11.8.

It should be noted that the Specific Plan area is not currently served by existing LACWD 40 facilities and would require annexation into the LACWD 40 service area. As part of the project, all areas south of Avenue D, including the entire Specific Plan area, would be annexed into LACWD 40's service area. Future development would be required to comply with all applicable State and local regulations and policies related to water supply and infrastructure. Specifically, future development would be required to adhere to Title 20 of the CCR and implement water efficiency design standards. New development within the Specific Plan area would be required to construct underground water service lines on-site to connect to LACWD 40's existing water conveyance network in the region. Water connections to off-site water lines would be established through coordination between future project applicants, the City, and LACWD 40. Future developments would be required to demonstrate adequate water supply with either a signed Water Availability Form or "Will-Serve" letter, as applicable. Adherence to State and local regulations would reduce potential water supply and infrastructure impacts to less than significant levels.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

WASTEWATER TREATMENT

USS-2 PROJECT IMPLEMENTATION COULD RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS, EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD, OR RESULT IN THE CONSTRUCTION OF NEW WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed annexation itself would not require the construction of new wastewater facilities or the expansion of existing wastewater facilities. However, future development within the annexation area may require or result in the construction of new or expanded wastewater utility infrastructure.

While there are currently only septic systems in the annexation area, it is possible that the City could extend wastewater services into the annexation area in the future as more development occurs. As such, future development within the annexation area would be required to either connect to existing septic systems on-site, install new septic systems, or connect to the City's wastewater network. It should be noted that existing uses, currently connected to existing septic systems, would not be required to connect to the City's wastewater network. The use of septic tanks in the City is regulated by LMC Section 16.24.210, *Use of septic tanks*, which allows the use of on-site septic systems in nonurban residential areas as defined by the General Plan. Only new developments located within 200 feet of existing wastewater infrastructure would be required to connect to the City's wastewater network. Additionally, the 2022 CPC contains plumbing design and construction standards related to septic tanks. The standards protect against hazards that may arise from the use of plumbing piping and systems by regulating and controlling the design, construction, installation, quality of materials, location and operation of plumbing piping systems within the State. Specifically, septic tank systems are required to meet design criteria, distance requirements, and capacity standards outlined in Appendix H, *Private Sewage Disposal System*, of the 2022 CPC. Additionally, new septic tank systems would also be required to meet design criteria and soil absorption capacities that are compatible with existing on-site soils.

Future developments within the annexation area also have the option to connect to the City's wastewater network, which connects to existing regional trunk sewer pipelines in the project area. As such, future development within the annexation area would be required to install underground wastewater utility connections and pay sewer connection fees, pursuant to LMC Section 13.08.060, *Connection to public sewer – Payment of fees required*, and LACSD requirements, to offset impacts associated with increasing wastewater flow into the City's/LACSD's wastewater collection and treatment networks. Upon compliance with existing State and local regulations, impacts associated with the proposed annexation would be less than significant.

SPECIFIC PLAN ANALYSIS

Future development within the Specific Plan area would connect to the City's wastewater network via an existing sanitary trunk sewer line located in 20th Street West, along the western boundary of the Specific Plan area; refer to Exhibit 3-9, *Sanitary Sewer Infrastructure Plan*. The existing sanitary sewer main would provide points of connection along 20th Street West at Avenue D, Avenue E, and Avenue F. There is also an option to install an off-site sanitary sewer line (i.e., off-site from the Specific Plan area but within the larger annexation area) to connect to the existing 20th Street West sewer line at Avenue G; refer to Exhibit 3-9. Future on-site planned sewer lines would occur within Avenue D, Avenue E, Avenue F, the southern section of 10th Street West between Avenue F and Avenue F-8, and within the common border of Planning Areas 6 and 7.

According to an NOP comment letter from LACSD, the NLISP would allow up to 38.5 million sf of industrial development, which is expected to generate approximately 963,275 gallons of wastewater per day; refer to Appendix 11.1. Wastewater generated within the Specific Plan area would be treated at the Lancaster Water Reclamation Plant. The Lancaster Water Reclamation Plant has the capacity to treat 18 million gallons of wastewater per day and currently treats an average recycled flow of 13 million gallons of wastewater per day. As such, the Lancaster Water Reclamation Plant can accommodate and treat wastewater generated by NLISP buildout without exceeding existing capacities.

Future development within the Specific Plan area can connect to the City's local sewer pipelines, which flow to an existing LACSD regional trunk sewer pipeline located along 20th Street West. As such, future development within the Specific Plan area would be required to pay sewer connection fees pursuant to LMC Section 13.08.060, *Connection to public sewer – Payment of fees required*, and LACSD requirements, to offset impacts associated with increasing wastewater flow into the City's/LACSD's wastewater collection and treatment networks. Further, if industrial waste is disposed into the public sewer system, applicable City permits would be required for each connection discharging industrial waste to the public sewer system as outlined in LMC Section 13.08.680, *Permit – Required when*. Upon compliance with existing State and local regulations, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

STORMWATER DRAINAGE FACILITIES

USS-3 PROJECT IMPLEMENTATION COULD REQUIRE THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES OR THE EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis: Refer to Section 5.7, *Hydrology and Water Quality*, for a detailed discussion on the potential for the proposed project to create or contribute stormwater runoff that could exceed the capacity of existing or planned stormwater drainage systems.

ANNEXATION ANALYSIS

Future development within the annexation area would be constructed on predominately vacant, undeveloped land, and would generally result in an increase in impervious surfaces and stormwater runoff in the area. As stated, the annexation area does not have any existing City storm drain infrastructure. However, the City plans a regional storm drain (sized for 50-year storm events) (i.e., regional earthen channel) in the southwestern portion of the annexation area, west of SR-14 (i.e., near the northwestern corner of the Avenue F and SR-14 intersection). Additional planned regional storm drains (sized for 50-year storm events) (i.e., regional earthen channels and reinforced concrete pipes) and planned outlet/energy dissipators are located off-site in existing City limits near the southern boundary of the annexation area.

If construction activities associated with future development disturb less than one acre of land, compliance with the City's SWMP is required to minimize stormwater runoff volumes. If construction activities are anticipated to disturb more than one acre of land, a General Construction Permit under the NPDES program would be required. In compliance with the General Construction Permit, preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), Risk Assessment, and other documentation would be required prior to the commencement of soil disturbing activities. The SWPPP also must include a list of BMPs that would be implemented to reduce and treat stormwater runoff.

Additionally, in compliance with LMC Chapter 16.24, *Improvements, Dedications and Reservations*, project applicants may be required to submit a hydrology study for applicable developments to verify that proposed streets and existing downstream streets are designed to carry a 50-year storm event, top-of-curb to top-of-curb, and 100-year storm event within the existing right-of-way, among others. As such, upon compliance with existing regulations, future development within the annexation area would result in less than significant impacts.

SPECIFIC PLAN ANALYSIS

Future development within the Specific Plan area would increase impervious surfaces. Based on the Hydrology Study, buildout of the NLISP would result in approximately 85 to 90 percent impervious surfaces. Each development within the Specific Plan area would contain its own storm drain and detention system. These systems would be designed during the planning stage of the entitlement process and be specific to the proposed development. The required detention systems would be designed to comply with the City of Lancaster storm water management requirements.

A new channel would be constructed within the Specific Plan area to protect the area from flooding. Stormwater flow through the channel would be conveyed to the northeast towards Piute Ponds where the flow would overflow back into the existing drainage pattern. Additionally, future improvements include a 2,125 acre-feet water retention pond (i.e., Pond Three), within Planning Area 3; refer to Appendix 11.5. Pond Three would be designed to mitigate the additional stormwater entering Piute Ponds from the channelization of the stormwater along the Amargosa Creek, and additional impervious surfaces associated with future development in the Specific Plan area. Where the proposed channel system terminates, the pre-developed stormwater runoff volume would be maintained to not lessen the amount of natural storm water entering Piute Ponds.

Additionally, future development within the Specific Plan area would require new on-site stormwater infrastructure to adequately collect, treat, and convey project-generated stormwater. The master storm drain system for the Specific Plan area would follow the standards provided in the City's Master Plan of Drainage; refer to Hydrology Study Appendix 11.5. BMPs for development within the Specific Plan area would include erosion control, directing stormwater runoff away from operating, processing, fueling, cleaning and storage areas, and exercising general best practices to minimize operational water quality impacts. The final design of the Specific Plan area's stormwater management plan would be subject to review and approval by the City Engineer.

As described above, if construction activities associated with future development within the Specific Plan area disturb less than one acre of land, compliance with the City's SWMP is required to minimize

stormwater runoff volumes. If construction activities are anticipated to disturb more than one acre of land, a General Construction Permit under the NPDES program would be required. In compliance with the General Construction Permit, preparation and implementation of a SWPPP, Risk Assessment, and other documentation would be required prior to the commencement of soil disturbing activities. The SWPPP also must include a list of BMPs that would be utilized to reduce and treat stormwater runoff. Additionally, in compliance with LMC Chapter 16.24, project applicants may be required to submit a hydrology study for applicable developments to verify that proposed streets and existing downstream streets are designed to carry a 50-year storm event, top-of-curb to top-of-curb, and 100-year storm event within the existing right-of-way, among others. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

SOLID WASTE GENERATION

USS-4 PROJECT IMPLEMENTATION COULD BE SERVED BY EXISTING LANDFILLS WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS AND COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

Impact Analysis:

ANNEXATION ANALYSIS

Future construction activities/development within the annexation area could involve demolition of existing structures, construction of new structures, and excavation and grading to construct building pads and other on-site improvements. Future construction activities would be subject to compliance with relevant federal, State, and local requirements concerning solid waste. Specifically, future development within the annexation area would be required to demonstrate compliance with AB 939, which requires all California cities to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Future development would also be required to demonstrate compliance with the 2022 (and subsequent updates) Green Building Code (CALGreen), which includes design and construction measures that reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure short-term construction related solid waste impacts are less than significant.

Operation of future development within the annexation area would generate solid waste that requires disposal at the Lancaster Landfill and Recycling Center and/or Antelope Valley Public Landfill. However, compliance with all applicable federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of RCRA, AB 939, AB 1826, CALGreen Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*, LMC Chapter 13.16, *Refuse Collection and Disposal* (which includes regulations for solid waste management within the City), and LMC

Chapter 13.17, *Requirements for the Collection and Recycling of Recyclable Materials and Collection and Organics Processing of Organic Material Generated from Commercial Facilities, Multi-Family Dwellings, and Special Events* (related to compliance with AB 939, AB 341, and AB 1826 at the local level) would reduce impacts to solid waste disposal. As such, operational impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Construction activities associated with future development within the Specific Plan area would generate solid waste. As stated, all construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste disposal. Specifically, construction activities would be required to demonstrate compliance with AB 939, which requires that at least 65 percent of waste produced is recycled, reduced, or composted. Additionally, future industrial development associated with the NLISP would be subject to CALGreen requirements. Compliance with these programs would ensure construction-related solid waste impacts associated with future development are less than significant.

The NLISP would allow approximately 38.5 million sf of industrial development. Based on a solid waste generation rate of 62.5 pounds per 1,000 sf per day for industrial uses, buildout of the NLISP is expected to generate approximately 2,408,187 pounds of solid waste per day, or approximately 1,205 tons per day.[12] This represents approximately 23.6 percent of the daily permitted capacity at the Lancaster Landfill and Recycling Center and approximately 21.72 percent of the daily permitted capacity at the Antelope Valley Public Landfill. Thus, solid waste generated by the NLISP buildout would not exceed existing capacities at the Lancaster Landfill and Recycling Center or Antelope Valley Public Landfill.

Additionally, future industrial development in accordance with the NLISP would be required to undergo separate environmental review under CEQA to evaluate project-level impacts to existing landfill capacities for solid waste. Compliance with all applicable federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of RCRA, AB 939, AB 1826, CALGreen Section 5.408 and LMC Chapter 13.16 (which includes regulations for solid waste management within the City), and LMC Code Chapter 13.17 (related to compliance with AB 939, AB 341, and AB 1826 at the local level) would reduce impacts to solid waste. As such, operational impacts associated with NLISP buildout would not generate solid waste in excess of State or local standards, or in excess of local infrastructure capacity. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

[12] California Department of Resources Recycling and Recovery, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed December 19, 2024.

DRY UTILITIES

USS-5 PROJECT IMPLEMENTATION COULD RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED DRY UTILITY FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

ANNEXATION ANALYSIS

Future development within the annexation area would occur on predominately vacant, undeveloped land, and would therefore increase use of electricity, natural gas, and telecommunication services within the City. Future developments may be required to construct new on- and off-site dry utility connections for electricity, natural gas, and telecommunication services and pay connection and service fees. Construction of new dry utility infrastructure would be subject to compliance with all applicable local, State, and federal laws, ordinances, and regulations. Impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Future development within the Specific Plan area would occur on predominately vacant, undeveloped land, and would therefore increase use of electricity, natural gas, and telecommunication services. As shown on Exhibit 3-10, *Dry Utilities Infrastructure Plan*, existing dry utility lines are within Avenue D, Avenue E, 10th Street West, and Sierra Highway north of Avenue E. The existing dry utility lines provide points of connection at the intersection of Avenue F and 10th Street West and along Avenue E, and at the common border of Planning Areas 1 and 2. Future planned dry utility improvements would include installing lines within 20th Street West, the southern portions of Sierra Highway (Avenue E to Avenue F-8), Avenue F, along the common border between Planning Areas 1 and 2, and within Planning Area 6. Future planned off-site improvements would include installation of dry utility lines along 20th Street West and Sierra Highway between Avenue F-8 and Avenue H. Additionally, future developments are responsible for the installation of necessary infrastructure within their respective development site within the Specific Plan area, and in the project area, if necessary, to connect to the backbone dry utilities infrastructure illustrated on Exhibit 3-10. Construction of new dry utility infrastructure associated with the NLISP buildout would be subject to compliance with all applicable local, State, and federal laws, ordinances, and regulations. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.11.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

WATER SUPPLY AND DISTRIBUTION

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO WATER FACILITIES, SUPPLY AND DISTRIBUTION.**

Impact Analysis: Cumulative projects listed in Table 4-2 within the LACWD 40 service area could increase demand for water and adversely impact LACWD 40's existing water supply and facilities. Projects would be required to comply with existing regulations pertaining to water supply and conveyance. For example, related projects would be required to demonstrate adequate water supply with either a signed Water Availability Form or "Will-Serve" letter from the applicable water purveyor. Additionally, payment of standard connection fees would be required to offset project-related impacts to LACWD 40's water supply and distribution services, which are required to be paid prior to issuance of building permits.

As summarized above, development within the proposed annexation and Specific Plan areas would increase demand for water supply but would not adversely impact LACWD 40's existing water supply and facilities. LACWD 40 would continue to have sufficient water supplies to accommodate buildout of the NLISP during normal, single dry-year, and multiple dry-year scenarios through 2045. Future project applicants/developers are responsible for acquiring water supplies from LACWD 40 for new developments. Additionally, adherence to State and local regulations would reduce potential water supply and infrastructure impacts associated with the proposed project to less than significant levels. Thus, the project would not result in cumulatively considerable impacts to water supply and infrastructure. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

WASTEWATER TREATMENT

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO WASTEWATER TREATMENT FACILITIES.**

Impact Analysis: Cumulative projects within the City's wastewater service area could result in increased wastewater generation. However, similar to future development projects within the project site, cumulative projects would be required to comply with federal and local regulations regarding wastewater treatment.

As summarized above, future development projects within the annexation Specific Plan areas could increase wastewater generation and require additional wastewater collection and treatment. Buildout in the annexation area could either utilize individual septic tanks or connect to the City's/LACSD's wastewater network. Buildout of the Specific Plan area would connect to the City's/LACSD's wastewater network and wastewater generated within the Specific Plan area would be adequately accommodated at the Lancaster Water Reclamation Plant. Thus, the project would not result in cumulatively considerable impacts to wastewater treatment facilities. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

STORMWATER DRAINAGE FACILITIES

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT COULD INCREASE DEMAND FOR STORMWATER DRAINAGE FACILITIES.**

Impact Analysis: Similar to future development within the project site, cumulative projects would be required to undergo the lead agency's discretionary review process to determine project-specific impacts to existing storm drainage facilities. Cumulative projects would be required to comply with federal, State, and local regulations and policies. For example, LMC Section 16.24.140, *Hydrology study*, requires applicable projects to prepare a hydrology study to identify whether existing and/or planned stormwater facilities can adequately accommodate increases in stormwater runoff generated by a project. Additionally, compliance with the City's SWMP and/or General Construction Permit under the NPDES program would reduce stormwater impacts associated with cumulative projects.

As summarized above, development within the annexation and Specific Plan areas could increase impervious surfaces that require the construction of new storm drainage facilities. Upon compliance with existing regulations, future development within the annexation area would result in less than significant impacts. Proposed channels and Pond Three within the Specific Plan area would accommodate increased stormwater flow from buildout of the Specific Plan area. Future development in the Specific Plan area would also include individual storm drain and detention systems unique to

each site plan. Thus, the project would not result in cumulatively considerable impacts to stormwater drainage facilities. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

SOLID WASTE GENERATION

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT COULD CREATE INCREASED DEMAND FOR SOLID WASTE GENERATION THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative projects would be required to undergo the lead agency's discretionary review process to determine project-specific impacts related to solid waste generation. Cumulative projects would be required to comply with existing regulations and policies, including AB 939 and AB 341 (related to diverting solid waste from landfills), AB 1826 (related to recycling organic matter), CALGreen Section 5.408, *Construction Waste Reduction, Disposal, and Recycling* (related to recycling construction and demolition waste), LMC Chapter 13.16, *Refuse Collection and Disposal* (which includes regulations for solid waste management within the City), and LMC Chapter 13.17, *Requirements for the Collection and Recycling of Recyclable Materials and Collection and Organics Processing of Organic Material Generated from Commercial Facilities, Multi-Family Dwellings, and Special Events* (related to compliance with AB 939, AB 341, and AB 1826 at the local level).

As summarized above, construction and operational activities associated with development within the proposed annexation and Specific Plan areas could generate solid waste. However, compliance with all applicable federal, State, and local laws, regulations, and standards would reduce potential impacts associated with the proposed annexation to solid waste generation. Additionally, solid waste generated by buildout of the NLISP would be adequately accommodated by the Lancaster Landfill and Recycling Center and Antelope Valley Public Landfill without exceeding existing capacities. Thus, the project would not result in cumulatively considerable impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

DRY UTILITIES

- **PROJECT IMPLEMENTATION, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT COULD CREATE INCREASED DEMAND FOR DRY UTILITY SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Similar to future development within the project site, cumulative projects may increase demand for electricity, natural gas, and telecommunication services. However, cumulative developments would be required to pay applicable connection and service fees to SCE, SCG, Race

Communications, and Spectrum to receive electricity, natural gas, and telecommunication services, respectively.

As summarized above, development within the proposed annexation and Specific Plan areas could increase demand for dry utility services that could cause a significant environmental impact. However, construction of new dry utility infrastructure within the annexation area would be subject to compliance with all applicable local, State, and federal laws, ordinances, and regulations. Additionally, future planned dry utility improvements, as part of NLISP buildout, would include installing lines within 20th Street West, the southern portions of Sierra Highway, Avenue F, along the common border between Planning Areas 1 and 2, and within Planning Area 6. Future planned off-site improvements would include installation of dry utility lines along 20th Street West and Sierra Highway between Avenue F-8 and Avenue H. Thus, the project would not result in cumulatively considerable impacts that increase demand for dry utility services that could cause a significant environmental impact. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to utilities and service systems have been identified.

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5.12 TRANSPORTATION

This section evaluates potential transportation impacts resulting from implementation of the proposed project. Specifically, this section provides a description of the regional and local circulation system to provide context for the impact discussions associated with conflicts with circulation system programs, plans, or policies; hazards due to design features; and inadequate emergency access.

Additionally, in 2013, Senate Bill (SB) 743 was adopted, starting a process that fundamentally changed the way transportation impact analysis is conducted under CEQA. SB 743 identifies Vehicle Miles Traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, or level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resource Agency integrated VMT into the CEQA Guidelines (14 California Code of Regulations Section 15064.3) pursuant to the provisions of SB 743. The VMT guidelines became effective Statewide beginning July 1, 2020. As such, the following analysis utilizes VMT as the transportation metric to evaluate the project's potential impacts with regards to conflicting with CEQA Guidelines Section 15064.3(b). This section is primarily based on the following technical study (refer to Appendix 11.9, *VMT Analysis*.

- *Antelope Valley Westside Annexation and Specific Plan Project VMT Analysis* (VMT Analysis), prepared by Fehr & Peers, dated March 5, 2025.

5.12.1 EXISTING SETTING

The following discussion provides a description of the regional and local circulation system to provide context for the impact discussions associated with conflict with programs, plans, or policies; hazards due to design features; and inadequate emergency access.

EXISTING REGIONAL ROADWAY CIRCULATION SYSTEM

The Antelope Valley Freeway (State Route 14 [SR-14]) is an important regional north-south arterial within the Antelope Valley. SR-14 provides the primary regional connection between the City of Lancaster, City of Palmdale, and the Santa Clarita Valley, as well as metropolitan Los Angeles County, approximately 45 miles to the south of Lancaster. SR-14 runs north to Kern County and then transitions to Interstate Highway 395 north of the community of Inyokern. Highway 58 branches from SR-14 in the community of Mojave to extend northwest to the City of Bakersfield. The project site is accessible to and from SR-14 via Avenue D, Avenue F, Avenue G, and Avenue H.

Another regional arterial in the vicinity of the project site that provides regional connectivity is Avenue D (State Route 138 [SR-138]). SR-138 extends west from SR-14 and connects to the Golden State Freeway (Interstate 5) near the Ventura County border, and extends east from the City of Palmdale, connecting with Interstate 15. The project site is accessible to and from SR-138 via Avenue D.

Roadway Classifications

The existing regional and local roadway network in the City is a hierarchical system of highways and local streets developed to provide regional traffic movement and local access. The following section provides a description of the functional classification of the roadway facilities within the project area.

Regional Arterials

Regional arterials are limited access facilities that provide service to non-local through trips with minimal direct access to adjacent land uses. They have a design cross-section of four to six lanes (same number in each direction) with raised medians, landscaped buffers, and buffered bike lanes or bus-only lanes. Regional arterials are designated as roadways with 92-foot curb-to-curb and 14-foot meandering sidewalks, typically within a 120-foot right-of-way. Some bike lanes currently exist within primary and regional arterials.

Major Arterials

Major arterials are primarily intended to serve through, non-local traffic and provide limited local access. They have a cross-section of two to four through lanes, a raised median, landscaped buffers, and/or buffered bike lanes. Major arterials are designated as 72-foot wide roadways with 14-foot meandering sidewalks, within a 100-foot right-of-way.

Secondary Arterials

Secondary arterials provide more local access than major arterials, while also providing a reduced level of non-local through traffic service. Secondary arterials have a cross-section of one to two through lanes with painted medians, buffered bike lanes in each direction and a left-turn lane within 52 feet of curb-to-curb space with 14-foot meandering sidewalks within an 80-foot right-of-way. These roadways are usually undivided with the potential for limited on-street parking, turn lanes at major intersections, and partial control of vehicular and pedestrian access from driveways, cross streets, and crosswalks.

Collectors

The primary role of collector roadways is to provide access between the arterial network and the neighborhoods and commercial development. These roadways are typically one lane in each direction with on-street parking. They are usually undivided and do not have turn lanes at intersections. Collectors in Lancaster are 36 feet wide, curb to curb with 12-foot sidewalks and parkways, within 60-foot rights-of-way.

EXISTING LOCAL STREET SYSTEM

The principal local network of streets serving the project area include Avenue B, Avenue C, Avenue D, Avenue E, Avenue F, Avenue G, Sierra Highway, 10th Street West, and 20th Street West. The

following describes each roadway and its designation in both the County's *Master Plan of Highways*[1] and in the City's General Plan.

- Avenue B is an east-west oriented street and consists of one paved travel lane in each direction and terminates at Sierra Highway. Avenue B within the project limits is not designated by the County; it is designated as a major arterial in the City's General Plan.

- Avenue C is an east-west oriented street and consists of one paved travel lane in each direction. Avenue C within the project limits is not designated by the County; it is designated as a major arterial in the City's General Plan. Avenue C is unmaintained through most of the annexation area as it bisects the Sanitation District holding ponds.

- Avenue D is an east-west oriented street and consists of one paved travel lane in each direction. Avenue D has a full movement interchange with SR-14. Avenue D within the project limits is not designated by the County; it is designated as a major arterial in the City's General Plan.

- Avenue E is an east-west oriented street that consists of one paved travel lane in each direction. Avenue E within the project limits is designated as a secondary highway by the County; it is designated as a major arterial in the City's General Plan.

- Avenue F is an east-west oriented street that consists of one paved travel lane in each direction. Avenue F has a full movement interchange with SR-14. Avenue F within the project limits is designated as a major highway by the County; it is designated as a major arterial in the City's General Plan.

- Avenue G is an east-west oriented street and varies from one to three paved travel lanes in each direction. Avenue G has a full movement interchange with SR-14. Avenue G within the project limits is designated as an expressway by the County; it is designated as a major arterial in the City's General Plan.

- Sierra Highway is a north-south oriented street that consists of one paved travel lane in each direction. Sierra highway is designated as a major highway by the County; it is designated as a major arterial in the City's General Plan.

- 10th Street West is a north-south oriented street and varies from one to three paved travel lanes in each direction. 10th Street West within the project limits is not designated by the County; it is designated as a major arterial in the City's General Plan. 10th Street West currently exists from Avenue G to Avenue E as an unpaved, one lane in each direction roadway.

[1] County of Los Angeles Department of Public Works, *Master Plan of Highways Map*, https://www.arcgis.com/apps/mapviewer/index.html?layers=a1543cfa466b45aab01d5ee75152ccb0, accessed January 22, 2025.

- 20th Street West is a north-south oriented street that consists of one paved travel lane in each direction from Avenue E to Avenue F. The remaining segments of 20th Street West from Avenue B to Avenue E and from Avenue F to Avenue G are unpaved. It is also unpaved within the City from Avenue G to Avenue H. 20th Street West within the project limits is not designated by the County; it is designated as a major arterial in the City's General Plan.

MULTI-MODAL TRANSPORTATION

Sierra Highway Bikeway is an existing Class I (off-street) bikeway that runs parallel to Sierra Highway with the northern terminus at Avenue J, approximately three miles south of the project site. There are limited pedestrian facilities in the vicinity of the project site.

The City of Lancaster is currently served by Antelope Valley Transit Agency (AVTA), a public transit agency serving various jurisdictions within the Antelope Valley. Within the project vicinity, AVTA Route 9 runs along Avenue H between 30th Street West and 10th Street West; the nearest stop, Lancaster Metrolink Station, is located approximately 2.5 miles south of the project site. There are no other transit routes north of Avenue H that would likely serve the project. Transit service is reviewed and updated by AVTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

5.12.2 REGULATORY SETTING

STATE LEVEL

Complete Streets Act of 2008

Assembly Bill 1358 (AB 1358), the Complete Streets Act of 2008, was developed in response to and in support of other legislation aimed at reducing vehicle emissions through reduced trip length and frequency combined with changes in land use policies. Specifically, the bill directs that, "commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of a general plan, modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan."

The Complete Streets Act is supported by the California Department of Transportation (Caltrans) Deputy Directive DD-64-R1, which memorializes the importance of pedestrian and bicycle facilities to the State's transportation system and outlines responsibilities for Caltrans employees to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets throughout the State.

Senate Bill 743

In September 2013, the Governor's Office of Planning and Research (OPR) signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. SB 743 identifies VMT as the most appropriate CEQA transportation metric and eliminates of auto delay, or LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resource Agency certified and adopted the CEQA statute (14 California Code of Regulations Section 15064.3).

REGIONAL LEVEL

Southern California Association of Governments

Regional planning agencies, such as the Southern California Association of Governments (SCAG), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Lancaster.

SCAG has evolved as the largest council of governments in the United States, functioning as the metropolitan planning organization (MPO) for six counties, including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial, and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the South Coast Air Quality Management Plan (AQMP).

Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

The passage of Senate Bill 375 (SB 375) in 2008 required that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

SCAG's Regional Council adopted *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) on April 4, 2024. The 2024-2050 RTP/SCS outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The 2024-2050 RTP/SCS sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the California Air Resources Board (CARB). The 2024-2050 RTP/SCS goals include the following:

1. Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.

2. Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.

3. Support planning for people of all ages, abilities, and backgrounds.

4. Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.

5. Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

6. Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.

7. Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.

8. Conserve the region's resources.

9. Improve access to jobs and educational resources.

10. Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies.

LOCAL LEVEL

City of Lancaster General Plan 2030

PLAN FOR PHYSICAL MOBILITY (CIRCULATION ELEMENT)

The Plan for Physical Mobility focuses on transportation issues, such as how goods and people move throughout the City. The Plan recognizes that transportation affects land use, urban design, energy consumption, air quality, and the City's infrastructure. The Plan for Physical Mobility was updated in 2017 to include Complete Streets policies and in 2020 to address VMT. The following objectives and policies are applicable to the proposed project:

Objective 14.1: Maintain a classification system of streets throughout the City which balances the need for free traffic flow with the development of a well-connected and an integrated multi-modal transportation system that officers choices among modes including pedestrian ways, public transportation, streets, and bikeways.

Policy 14.1.1: Manage traffic on streets to improve safety and reduce operation and maintenance costs. Auto speed and convenience may be diminished in some locations to achieve a more walkable, bike-friendly, and livable community. Street design and operation in these areas should emphasize community character, access to adjacent land uses, and the accommodation of multiple travel modes, rather than vehicle speed.

Policy 14.1.3: Require that the fair and equitable cost of constructing arterials which connect outlying urban development to the City core be borne by developments which create the need for them.

Objective 14.2: Promote a street system which balances the needs of automobiles with the needs of pedestrians, bicyclists, and transit users while protecting environmental and quality of life issues. Over time, Lancaster's streets should evolve to respond to the needs of transportation users and the surrounding neighborhood.

Policy 14.2.1: Support and improve a street network that is sensitive to environmental issues such as, biological, land, and water resources, as well as air quality, while permitting continued development within the study area.

Policy 14.2.2: Manage the City's roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes. Maintain design standards or guidelines for streetlights, landscaping, street furniture, and other streetscape features that enhance Lancaster neighborhoods, with due consideration given to maintenance needs and operational costs.

Policy 14.2.3: Support flexible street design and operation that takes into consideration community character, access to adjacent land uses, and the accommodation of multiple travel modes.

Objective 14.3 Achieve a balance between the supply of parking and demand for parking, recognizing the desirability and availability of alternatives to the use of the private automobile.

Policy 14.3.1: Maintain an adequate supply of parking that will support the present level of automobiles and allow for the expected increase in alternative modes of transportation.

Policy 14.3.2: Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, and quality of life.

Objective 14.4: Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

Policy 14.4.1: Support and encourage the various public transit companies, ride sharing program and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile and accommodate those households within the Urbanizing Area of the City that rely on public transit.

Policy 14.4.2: Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

Policy 14.4.3: Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders.

Policy 14.4.4: Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.

Policy 14.4.5: Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Objective 14.5: Ensure the ability to safely move commodities within and through the City of Lancaster, including availability of truck routes, pipelines, and other utility corridors, in such a manner as to minimize impacts on adjacent land uses and enhance Lancaster residents' quality of life.

Policy 14.5.1: Provide adequate streets and a support system to accommodate both automobile and truck traffic.

Lancaster Municipal Code

Lancaster Municipal Code (LMC) Section 15.64.040, *Street improvements fee*, imposes a fee on all new development in the City to finance the costs of street improvements, including acquisition, widening and reconstruction, street landscaping, intersection improvements and freeway interchange improvements in order to mitigate the additional traffic burdens created by new development to the City's arterial and collector street system.

LMC Section 15.64.050, *Traffic signalization fee*, imposes a traffic signalization fee on all new development in the City to finance the costs of traffic signalization improvements in order to mitigate additional burdens created by new development to the City's traffic congestion beyond the financial ability of the City to control.

LMC Chapter 12.12, *Streets, Curbs and Sidewalks*, requires street improvements (e.g., curbs, gutters, sidewalks, streetlights, and paving) installed along the frontage of any lots or parcels improved with new or expanded structure to conform to the City's Public Works Department standards and specifications.

LMC Chapter 15.67, *Vehicle Miles Traveled Impact Fee*, was adopted for the purpose of mitigating VMT traffic impacts identified in applicable CEQA documents. The establishment of the fee is be based on the project's "fair share" of the improvements necessary to mitigate citywide VMT growth as defined in the nexus study.

City of Lancaster Master Plan of Trails and Bikeways

The *City of Lancaster Master Plan of Trails and Bikeways* (Master Plan of Trails and Bikeways), adopted March 2012, is intended to guide the planning and design of pedestrian, bicycle, and equestrian facilities in a comprehensive manner throughout Lancaster. The City's vision is to create a connected network of on-road and off-road trails and bikeway facilities to accommodate users of all ages and abilities, including equestrians. When implemented, it is anticipated that the proposed network will provide linkages between residential areas, commercial centers, transportation hubs, employment centers, and recreational venues. The Master Plan of Trails and Bikeways includes a summary of the City's public outreach efforts during preparation of the plan; discussion of the plan's context with other neighboring jurisdictions and regional plans; goals, policies, and actions to implement the plan; and discussion of the City's existing bicycle, pedestrian, and trail conditions; Bicycle Plan, Trails Plan, and ADA Transition Plan, potential funding programs, implementation actions, and design guidelines.

Transportation Analysis Updates in Lancaster

In response to SB 743, the City of Lancaster adopted new transportation impact thresholds utilizing the VMT metric. The *Transportation Analysis Updates in Lancaster* (Lancaster Local Transportation Analysis), prepared by Fehr & Peers and dated May 27, 2020, provides guidance on conducting transportation studies in the City. Specifically, the Lancaster Local Transportation Analysis provides an overview of SB 743 and what it means for transportation impact analysis in Lancaster; describes the process for determining the City's baseline VMT, the analysis methodology, and VMT metrics;

and provides the threshold of significance and mitigation options for projects that are found to have a VMT impact. The Lancaster Transportation Analysis is used in conjunction with the City's *Local Transportation Assessment Guidelines* (Lancaster Local Transportation Assessment Guidelines), dated January 2021. The Lancaster Local Transportation Assessment Guidelines provide further guidance on VMT screening based on a project's size, location, proximity to transit, or trip-making potential. If the project is not screened out from a full VMT analysis, the SCAG regional travel demand model would be required to determine the project's full VMT impact.

Vehicle Miles Traveled Mitigation Program

The City's Vehicle Miles Traveled Mitigation Program (VMT Mitigation Program) was created to assist developers in mitigating their vehicle miles traveled to 15 percent below the Antelope Valley Planning Area (AVPA) baseline. The Lancaster City Council approved the program on January 24, 2023, the second reading was held on February 14, 2023, and the program went into effect on March 14, 2023. As part of the development of the program a nexus study was prepared and a Final Environmental Impact Report (State Clearinghouse No. 2021090175) was certified along with a Statement of Overriding Considerations. The program is codified in Chapter 15.67 of the LMC.

The VMT Mitigation Program was developed utilizing a list of unfunded, planned infrastructure projects identified within many existing planning documents. The identified infrastructure projects which could directly contribute toward reducing Citywide VMT and could be funded by the program include, but are not limited to, new and widened sidewalks, medians, multipurpose paths, crosswalks, pedestrian refuge islands, curb pop-outs, flashing beacons, a variety of traffic calming measures (speed humps), and traffic circles. These potential improvements were quantified and an overall construction cost was estimated. Based on this information, the nexus study determined that a fee of up to $400 per could be charged.

The adopted fee of $150 per VMT was based on the nexus study and feedback from the development community. The fee does not apply to all development within the City. The fee only applies to development projects that do not screen out of a VMT analysis and have a VMT impact. Developers are not obliged to utilize the program if they choose to mitigate the VMT impacts through other means (e.g., choosing to install additional improvements beyond the requirements of the project, etc.); however, all projects with VMT impacts are required to reduce impacts to 15 percent below the City's threshold. Payment of the fee is required prior to the issuance of any constructed-related permits.

5.12.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

VMT SIGNIFICANCE THRESHOLDS

In compliance with SB 743, the Local Transportation Assessment Guidelines provides new guidance to analyze VMT impacts under CEQA. The guidelines discuss VMT screening; VMT analysis methodology, VMT impact thresholds, and VMT mitigation. The Lancaster Local Transportation Assessment Guidelines closely follow the Governor's Office of Planning and Research (OPR) *Technical*

Advisory for Evaluating Transportation Impacts in CEQA (OPR Technical Advisory), dated December 2018.

For residential projects in the City, baseline VMT is defined as a measurement of Home-Based VMT per capita, which reflects all trips that begin or end at a residential unit within the Antelope Valley. All Home-Based auto vehicle trips are traced back to the residence of the trip-maker (non-Home-Based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of Home-Based VMT per capita.

For non-residential projects in the City, baseline VMT is defined as a measurement of Home-Based Work VMT per employee and Home-Based VMT per capita, which reflects all commute trips for places of employment within the Antelope Valley. All Home-Based Work auto vehicle VMT attracted by the project is divided by the total employment to get the efficiency metric of Home-Based Work VMT per employee.

Following the VMT analysis, the Home-Based VMT per capita and Home-Based Work VMT per employee of the project are then compared to the AVPA baseline VMT to determine if it exceeds the City's impact threshold. The City has established a threshold of significance of 15 percent below the baseline VMT, and projects where the VMT exceeds this threshold are considered to have a significant VMT impact.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (refer to Impact Statement TRA-1);

b) Conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b) (refer to Impact Statement TRA-2);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TRA-3); and/or

d) Result in inadequate emergency access (refer to Impact Statement TRA-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.12.4 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH TRANSPORTATION PROGRAMS

TRA-1 PROJECT IMPLEMENTATION COULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Impact Analysis:

ANNEXATION ANALYSIS

No construction or development is proposed as part of the annexation action; thus, it is speculative to determine potential transportation policy impacts at this programmatic level of analysis. Nonetheless, buildout of the annexation area under the proposed land use designations and pre-zones could result in a conflict with adopted policies, plans, or programs related to transit, bicycle, or pedestrian facilities. Future developments in accordance with the proposed pre-zones would be required to comply with all applicable City codes and policies related to transit, bicycle, and pedestrian facilities (e.g., General Plan, Master Plan of Trails and Bikeways, Master Plan of Complete Streets, Local Transportation Assessment Guidelines, and LMC Chapter 12.12 and Sections 15.64.040 and 15.64.050, etc.). Thus, impacts associated with the annexation would be less than significant.

SPECIFIC PLAN ANALYSIS

Roadway Improvements

The Circulation and Access Plan within the proposed NLISP describes the backbone circulation network within the Specific Plan area. As shown on Exhibit 3-5, *Vehicular Circulation and Access Plan*, vehicular roadways are planned to be designated as major arterials (Avenue D, Avenue E, Avenue F, 10th Street West, 20th Street West, and Sierra Highway) and secondary arterials (Avenue F-8). Major arterials would be designed to have a 100-foot-wide right-of-way, with 72 feet of the right-of-way designated for vehicles and 14 feet on each side of the right-of-way designated for parkway landscaping and a meandering sidewalk. Secondary arterials would be designed to have an 80-foot-wide right-of-way, with 52 feet of the right-of-way designated for vehicles and 14 feet on each side of the right-of-way designated for parkway landscaping and meandering sidewalks. Refer to Section 5.1, *Land Use and Planning*, for a full analysis of the project's consistency with applicable General Plan policies and consistency with the 2024-2050 RTP/SCS regarding circulation, respectively.

Per the Local Transportation Assessment Guidelines, a Local Transportation Assessment (LTA)[2] was prepared for the project to analyze potential circulation system deficiencies that may result from project implementation. The LTA identified improvements necessary to provide or maintain site access and acceptable peak hour LOS, including stop control, traffic signals, roadway striping/restriping, turn lanes, and additional queuing space. Final street design, intersection design,

[2] Urban Crossroads, *Antelope Valley Commerce Center Draft Local Transportation Assessment*, January 16, 2025.

intersection spacing, intersection right-of-way, and traffic controls would be required to conform to the City's Roadway Standards as well as LMC Chapter 12.12. Roadway design details for future development projects within the Specific Plan area would be determined as part of the Site Plan Review approval. Upon implementation of the LTA recommendations, as well as payment of traffic impact and traffic signalizations fees per LMC Sections 15.64.040 and 15.64.050, impacts regarding roadway improvements would be less than significant.

Multi-Modal Transportation

The NLISP provides for a network of sidewalks and bicycle lanes within the roadway right-of-way; refer to Exhibit 3-6, *Non-Vehicular Circulation and Access Plan*. As illustrated, meandering sidewalks are planned along all major and secondary arterial roadways. The non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail system. Additionally, bicycle access would be permitted within the major and secondary arterials right-of-way within the Specific Plan area. Bicycle lane delineation for future development within the Specific Plan area would be dependent on the adjacent buildings or uses development review approval. Future development projects within the NLISP would be responsible for constructing sidewalks and bicycle lane facilities in the public right-of-way as part of the project's roadway frontage improvement requirements. As described above, the Specific Plan area is not immediately served by transit facilities. However, the City and AVTA may assess the potential demand for transit facilities in the area as NLISP buildout occurs and may establish new or extended routes.

Overall, with adherence to existing regulations and incorporation of associated improvements, the proposed NLISP would not conflict with the circulation system and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

VEHICLE MILES TRAVELED

TRA-2 PROJECT IMPLEMENTATION COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

Impact Analysis:

ANNEXATION ANALYSIS

The proposed annexation action is subject to a complete VMT analysis consistent with the methodology of the Local Transportation Assessment Guidelines, which complies with the requirements of SB 743 and the OPR Technical Advisory. The VMT Analysis utilizes a cumulative analysis for the annexation area and compares VMT on a per employee and per capita basis generated by the project to the City's adopted threshold of 15 percent below baseline VMT of the AVPA. The following analysis summarizes the findings of the VMT Analysis provided in Appendix 11.9.

Modeling Assumptions

The SCAG 2016 RTP/SCS trip-based model is a travel demand forecasting model with socioeconomic (SED) and transportation network inputs, such as population, employment, and the regional and local roadway network, that estimates current travel behavior and forecasts future changes in travel demand. The SCAG model has 2012 as the base year and 2040 as the forecast year and can be used to estimate VMT for existing year 2024 conditions. The 2040 model contains the planned transportation improvements in the RTP and the growth projections in the SCS.

The annexation area would be pre-zoned with a mix of zoning designations, including Rural Residential 2.5 (RR-2.5), Mixed Use-Employment (MU-E), Light Industrial (LI), Public (P), Mobile Home Park (MHP), and Specific Plan (SP); refer to Exhibit 3-3, *Proposed General Plan and Zoning*. The SCAG employment factor for industrial/warehouse uses of 1,518 square feet (sf) per employee was applied to those proposed land uses. For residential uses, the person per household ratios for single-family and multi-family were developed using the same population per household ratios contained in the SCAG future-year model for the project site. For the Business Park development in Zone 5, 75 percent of the development was assumed to be office uses and the remaining 25 percent was modeled as retail/service uses. Table 1, *SCAG Model Socioeconomic (SED) Inputs*, of the VMT Analysis provides employee and resident estimates for the project site.

The proposed land uses for buildout of the entire annexation area, including buildout of the Specific Plan area, were analyzed under cumulative conditions using the SCAG model. Total VMT per service population is a measurement of Origin-Destination (OD) VMT divided by the population and employment (service population), which reflects all trips, including truck trips and external trips that have one trip end outside the model boundary, to capture all travel generated by the study area.

Cumulative Year (2040) VMT Forecasts

The Cumulative Year (2040) VMT estimates are summarized in Table 5.12-1, *Cumulative Year (2040) VMT Forecasts*. Buildout of the entire annexation area, including the Specific Plan area, would result in approximately 31,048 employees and 4,865 residents. The entire annexation area is estimated to generate 45.2 Total VMT per service population, 10.8 Home-Based VMT per capita, and 11.8 Home-Based Work VMT per employee.

Table 5.12-1
Cumulative Year (2040) VMT Forecasts

Area	Population	Employment	Total VMT Per Service Population	Home-Based VMT Per Capita	Home-Based Work VMT Per Employee
Specific Plan Area	0	19,358	51.4	--	12.7
Annexation Area (includes Specific Plan Area)	4,865	31,048	45.2	10.8	11.8
Source: Refer to Appendix 11.9.					

The higher Total VMT per service population as compared to the Home-Based Work VMT per employee and Home-Based VMT per capita reflects the longer travel distance of truck trips from the warehouse/industrial developments in comparison to the employment and residential uses that generate more local travel.

Table 5.12-2, *VMT Threshold Summary*, presents the Total VMT per service population, Home-Based VMT per capita, and Home-Based Work VMT per employee of the entire annexation area buildout in comparison to the AVPA Baseline VMT. As shown below, in comparison to the City's threshold of 15 percent below Baseline VMT of the AVPA, annexation buildout is 9.4 Total VMT per service population higher, 6.1 Home-Based VMT per capita lower, and 4.3 Home-Based Work VMT per employee higher than the VMT thresholds.

Table 5.12-2
Cumulative Year (2040) VMT Summary

VMT Metrics	VMT Summary
VMT Metric for Mixed-Use Projects	**Total VMT per Service Population**
Project VMT Estimates (2040)	45.2
Antelope Valley Planning Area Baseline VMT	42.2
Threshold: 15% Below Baseline VMT	35.8
Percent Higher Than Baseline VMT Threshold	26%
VMT Exceeds Threshold?	**Yes**
VMT Metrics for Residential Projects	**Home-Based VMT Per Capita**
Project VMT Estimates (2040)	10.8
Antelope Valley Planning Area Baseline VMT	19.8
Threshold: 15% Below Baseline VMT	16.9
Percent Higher Than Baseline VMT Threshold	-36%
VMT Exceeds Threshold?	**No**
VMT Metrics for Non-Residential Projects	**Home-Based VMT Per Employee**
Project VMT Estimates (2040)	11.8
Antelope Valley Planning Area Baseline VMT	8.8
Threshold: 15% Below Baseline VMT	7.5
Percent Higher Than Baseline VMT Threshold	57%
VMT Exceeds Threshold?	**Yes**
Source: Refer to Appendix 11.9.	

As shown in Table 5.12-2, the Total VMT and Home-Based Work VMT would exceed the City's VMT thresholds under the cumulative year (2040) condition, resulting in a potential VMT impact. As development occurs in the annexation area, subsequent project-level VMT analyses would be required to determine the amount of VMT that needs to be mitigated.

As discussed above, the VMT Mitigation Program allows developers to pay $150 per VMT exceeded to mitigate potentially significant VMT impacts and tier off of the Program EIR. Payments to the VMT Mitigation Program would go towards new and widened sidewalks, medians, multipurpose paths, crosswalks, pedestrian refuge islands, curb pop-outs, flashing beacons, a variety of traffic

calming measures (speed humps), traffic circles, etc. These improvements were identified in the VMT Mitigation Program to reduce Citywide VMT upon implementation. Payment of the mitigation fee would occur prior to issuance of building permits for future developments. In lieu of payment to the VMT Mitigation Program, developers may implement project design features and California Air Pollution Control Officers Association (CAPCOA) strategies to reduce project-specific VMT to at least 15 percent below baseline VMT. As the annexation area is developed, future projects that do not screen out of a VMT analysis and that would result in potentially significant VMT impacts would be required to implement Mitigation Measure TRA-1, which provides the option of payment into the City's VMT Mitigation Program, or implementation of project design features and CAPCOA strategies to reduce project-specific VMT to at least 15 percent below baseline VMT. Therefore, following implementation of Mitigation Measure TRA-1, buildout of the annexation area would result in a less than significant impact regarding VMT.

SPECIFIC PLAN ANALYSIS

The VMT Analysis utilizes a project-level analysis for the proposed 11.3 million sf of industrial development within Planning Areas 2, 4, 6 (east), 7, and 8 of the NLISP, and compares VMT generated by the proposed industrial use to the City's adopted threshold of 15 percent below baseline VMT of the AVPA.

Modeling Assumptions

For Planning Areas 2, 4, 6 (east), 7, and 8, an employment factor of 0.38 employees per 1,000 square feet (or 2,632 sf per employee) was applied to the proposed warehouse/industrial uses. This employment factor was based on expected operations of the site. Based on this factor, anticipated development within Planning Areas 2, 4, 6 (east), 7, and 8 would generate 4,321 jobs; refer to VMT Analysis Table 1, *SCAG Model Socioeconomic (SED) Inputs*.

For the remainder of the Specific Plan area, the SCAG employment factor of 1,518 sf per employee for industrial/warehouse use and 471 sf per employee for office use was applied. As such, buildout of the remainder of the Specific Plan area would result in approximately 15,037 jobs; refer to VMT Analysis Table 1, *SCAG Model Socioeconomic (SED) Inputs*.

Project-Level VMT Assessment

The Home-Based Work VMT per employee of Planning Areas 2, 4, 6 (east), 7, and 8 of the NLISP was calculated for the base year (2024) using the SCAG travel demand model. Table 5.12-3, *Project VMT and VMT Threshold for Non-Residential Projects in Lancaster*, shows the Home-Based Work VMT per employee in comparison to the AVPA Baseline VMT. Future buildout of the remainder of the Specific Plan area, i.e., Planning Areas 1, 3, and 5, was accounted for in the Cumulative Year (2040) analysis as part of the annexation area buildout forecast.

Table 5.12-3
Project VMT and VMT Threshold for Non-Residential Projects in Lancaster

VMT Metrics for Non-Residential Projects	Home-Based Work VMT Per Employee
Project VMT Estimates (2024)	14.6
Antelope Valley Planning Area Baseline VMT	8.8
Threshold: 15% Below Baseline VMT	7.5
Percent Higher Than Baseline VMT Threshold	95%
VMT Exceeds Threshold?	**Yes**
Source: Refer to Appendix 11.9.	

As shown in Table 5.12-3, buildout of Planning Areas 2, 4, 6 (east), 7, and 8 of the NLISP would generate 14.6 Home-Based Work VMT per employee. In comparison to the City's threshold of 15 percent below Baseline VMT of the AVPA, the Project is 7.1 Home-Based Work VMT per employee higher. As such, development of the proposed 11.3 million sf of industrial warehouse use in Planning Areas 2, 4, 6 (east), 7, and 8 would require payment into the City's VMT Mitigation Program to reduce impacts related to VMT; refer to Mitigation Measure TRA-1.

To determine the total amount of VMT that exceeds the City's VMT threshold, the Project Home-Based Work VMT per employee was multiplied by the anticipated employment in Planning Areas 2, 4, 6 (east), 7, and 8. The City's VMT threshold for non-residential projects was then applied to the project employment to determine the maximum amount of VMT that the project would be allowed to generate without exceeding the City's threshold. Project VMT is then compared to the maximum allowable VMT based on the City's threshold and the excess VMT generated by the project is used to determine the required VMT reduction. As demonstrated in Table 5.12-4, *Project-Level VMT Analysis and Required VMT Reduction*, the VMT reduction required equates to 30,679 total VMT. Per the City's adopted fee of $150 per VMT, the VMT impact associated with the anticipated development in Planning Areas 2, 4, 6 (east), 7, and 8 would be reduced by contributing $4,601,850 to the City's VMT Mitigation Program. This equates to a fee of approximately $404.60 per 1,000 sf.

Table 5.12-4
Project-Level VMT Analysis and Required VMT Reduction

Home-Based Work VMT for Non-Residential	Project VMT Estimate	VMT Threshold (15% Below Baseline)	VMT Reduction Required
VMT/Employee	**14.6**	**7.5**	**7.1**
Project VMT	63,087	32,408	30,679
City of Lancaster VMT Impact Fee Mitigation Program			
Mitigation Fee Per VMT			$150
Mitigation Fee			**$4,601,850**
Building Size (in 1,000 square feet)			11,373.701
Fee Per 1,000 Square Feet			$404.60
Source: Refer to Appendix 11.9.			

Following implementation of Mitigation Measure TRA-1, development of up to 11.3 million sf of industrial warehouse use within Planning Areas 2, 4, 6 (east), 7, and 8 would have a less than significant impact regarding VMT. The VMT impacts of future buildout of the remainder of the Specific Plan area (i.e., Planning Areas 1, 3, and 5), were analyzed cumulatively with buildout of the annexation area; as described above in the Annexation Analysis. Development in these planning areas would be subject to Mitigation Measure TRA-1 as well in order to reduce VMT impacts to less than significant levels.

Mitigation Measures:

ANNEXATION AREA

TRA-1 Prior to issuance of any grading permit for future projects developed within the annexation area and subject to California Environmental Quality Act (CEQA) review (meaning, subject to discretionary action and non-exempt under CEQA), and at the City of Lancaster Community Development Department discretion, shall conduct a project-level VMT analysis to evaluate the project's VMT impact, if any. The VMT analysis shall be consistent with the City of Lancaster's *Local Transportation Assessment Guidelines*, dated January 2021. If project-level VMT analysis determines that the project will exceed the City's VMT Baseline Threshold, the project applicant shall either 1) pay $150 per VMT over the established Baseline Threshold in accordance with the City's Vehicle Miles Traveled Impact Fee Mitigation Program, or 2) implement project design features and California Air Pollution Control Officers Association (CAPCOA) strategies that reduce project-specific VMT impacts to below the established Baseline Threshold.

SPECIFIC PLAN AREA

Mitigation Measure TRA-1 is also applicable to the Specific Plan area.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

HAZARDOUS DESIGN FEATURES

TRA-3 PROJECT IMPLEMENTATION COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Impact Analysis:

ANNEXATION ANALYSIS

As stated, no construction or development is proposed as part of the annexation action. However, buildout of the annexation area under the proposed land use designations and pre-zones could result in new development, which could increase hazards due to a geometric design feature or incompatible uses. Future development projects would be required to comply with all applicable City codes and policies regarding geometric design hazards or incompatible uses, including the California Fire Code

and LMC Title 15, *Buildings and Construction*. Any future roadway improvements within the annexation area would also be required to comply with existing City standards related to street improvements. Specifically, LMC Chapter 12.12, requires street improvements (e.g., curbs, gutters, sidewalks, streetlights, paving, etc.) installed along the frontage of any lots or parcels improved with new or expanded structure(s) to conform to the City's Public Works Department standards and specifications. Additionally, future development projects within the annexation area would be required to undergo plan check review with the City and Los Angeles County Fire Department. Thus, impacts associated with the annexation regarding geometric design hazards or incompatible uses would be less than significant.

SPECIFIC PLAN ANALYSIS

Vehicular roadways are planned to be designated as major arterials (Avenue D, Avenue E, Avenue F, 10th Street West, 20th Street West, and Sierra Highway) and secondary arterials (Avenue F-8). Major arterials would be designed to have a 100-foot-wide right-of-way, with 72 feet of the right-of-way designated for vehicles and 14 feet on each side of the right-of-way designated for parkway landscaping and a meandering sidewalk. Secondary arterials would be designed to have an 80-foot-wide right-of-way, with 52 feet of the right-of-way designated for vehicles and 14 feet on each side of the right-of-way designated for parkway landscaping and meandering sidewalks. To provide safe and efficient access, the proposed transportation improvements would include several safety features, including stop control, traffic signals, roadway striping/restriping, turn lanes, and additional queuing space. As such, the project would not create a significant traffic-related safety hazard. The project roadways, ingress and egress, and interior circulation routes would be designed and constructed consistent with Los Angeles County Fire Department requirements.

There are no incompatible land uses proposed as part of the NLISP; any existing incompatible uses on-site or in the vicinity of the project site that would result in a potential significant traffic safety hazard, would be removed prior to project implementation. Therefore, potential impacts associated with design hazards would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

EMERGENCY ACCESS

TRA-4 PROJECT IMPLEMENTATION COULD RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis:

ANNEXATION ANALYSIS

As shown on Exhibit 5.8-1, *Evacuation Routes*, Avenue D, SR-14, and Sierra Highway within the annexation area are designated evacuation routes. As such, future construction associated with development within the annexation area may result in partial temporary lane closures along these

roadways. Following Site Plan Review, future development projects determined to have a potentially significant impact on emergency access would be required to prepare and implement a Traffic Management Plan (TMP) as a project condition of approval to maintain vehicular traffic flow, bicyclist and pedestrian access, and emergency access during the construction process. The TMP would be required to include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the use of a construction flagperson to direct traffic during heavy equipment use, among other measures.

As stated, no construction or development is proposed as part of the annexation action. However, buildout of the annexation area under the proposed pre-zoning could result in new development, which could impact existing emergency access routes in the area. Future development projects in accordance with the proposed land use designations and pre-zones would be required to comply with all applicable City codes and policies related to emergency access, including the California Fire Code and LMC Title 15. Additionally, future development projects in accordance with the proposed land use designations and pre-zones would require plan check review with the City and Los Angeles County Fire Department. Overall, impacts related to emergency access would be less than significant.

SPECIFIC PLAN ANALYSIS

The analysis provided above for the Annexation Analysis is also applicable to the Specific Plan Analysis.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.12.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects listed in Table 4-2, *Cumulative Projects List*.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES.**

Impact Analysis: Cumulative projects could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative projects would be required to undergo project-specific environmental review under CEQA and the City's discretionary review process. Cumulative projects would also be subject to all applicable policies, plans, and programs related to transit, bicycle, and pedestrian facilities (e.g., General Plan, Master Plan of Trails and Bikeways, Lancaster Local Transportation Assessment

Guidelines, Master Plan of Complete Streets, Lancaster Transportation Analysis, and LMC Chapter 12.12 and Sections 15.64.040 and 15.64.050, etc.).

As discussed above, project implementation is not anticipated to result in potentially significant impacts to existing regulations and standards pertaining to pedestrian, bike, and transit services/facilities, upon compliance with applicable State and local regulations and payment of street improvement fees. Therefore, the proposed project would not result in cumulatively considerable impacts to existing regulations and standards pertaining to pedestrian, bike, and transit services/facilities. The project would not conflict with existing transportation programs and plans and would result in less than significant impacts. Thus, the project's contribution towards cumulative impacts in conjunction with future buildout of the General Plan and development outlined in Table 4-2 are not cumulatively considerable. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).**

Impact Analysis: Cumulative projects have the potential to increase the City's average VMT per capita and total VMT. As discussed, the Local Transportation Assessment Guidelines provide recommendations for thresholds of significance for various land use projects regarding impact to VMT. Cumulative projects would be required to undergo project-specific environmental review under CEQA and the Local Transportation Assessment Guidelines. Projects, within the City of Lancaster, that exceed the City's VMT threshold would be required to pay fair share fees per the City's VMT Mitigation Program or mitigate their VMT impacts through other acceptable means.

As it was determined that both buildout of the annexation area and NLISP (both individually and combined) would exceed the significance threshold for VMT, implementation of the proposed project, would require future developers to pay VMT impact fees or implement project design features and CAPCOA strategies to reduce VMT impacts in accordance with Mitigation Measure TRA-1. Following implementation of Mitigation Measure TRA-1, the project's contribution towards cumulative impacts in conjunction with development outlined in Table 4-2 and General Plan buildout are not cumulatively considerable. Impacts would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INTRODUCE INCOMPATIBLE USES (E.G., FARM EQUIPMENT).**

Impact Analysis: Cumulative projects would be required to comply with existing City standards related to street improvements, including LMC Chapter 12.12.

As analyzed above, the proposed project would be required to comply with existing City standards related to street improvements. Therefore, the project would not contribute towards cumulatively considerable impacts with regards to increasing hazards due to geometric design features or introducing incompatible uses. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN INADEQUATE EMERGENCY ACCESS.**

Impact Analysis: Cumulative projects would be required to comply with existing codes and standards, including the California Fire Code and LMC Title 15.

As analyzed above, future developments within the annexation area and Specific Plan area would be required to prepare and implement a TMP as a project condition of approval at the City's discretion, as well as comply with existing codes and standards related to emergency access. Therefore, the project would not contribute towards cumulatively considerable impacts with regards to emergency access. Impacts would be reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant and unavoidable transportation impacts have been identified.

5.13 AIR QUALITY

This section addresses the potential air emissions generated by construction and operational activities as a result of implementation of the proposed project and associated impacts to air quality. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the Antelope Valley Air Quality Management District's (AVAQMD) *Federal 70 ppb Ozone Attainment Plan (Western Mojave Desert Nonattainment Area)* (AVAQMD 70 ppb Plan). The analysis of project-generated air emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or AVAQMD significance thresholds. This section is primarily based upon the following technical studies (refer to Appendix 11.10, *Air Quality Assessment/HRA*):

- *Antelope Valley Commerce Center Air Quality Impact Analysis, City of Lancaster*, prepared by Urban Crossroads, dated April 21, 2025; and
- *Antelope Valley Commerce Center Construction and Operational Health Risk Assessment, City of Lancaster*, prepared by Urban Crossroads, dated April 17, 2025.

5.13.1 EXISTING SETTING

MOJAVE DESERT AIR BASIN

Geography

The State of California is divided geographically into 15 air basins. The City of Lancaster is located in the Mojave Desert Air Basin (MDAB). The MDAB includes the desert portion of Los Angeles and San Bernardino Counties, the eastern desert portion of Kern County, and the northeastern desert portion of Riverside County. The MDAB primarily contains pollutants from other air basins, dust raised by construction, travel on unpaved roads, and paved roads with silty debris.

Air quality in the MDAB is a function of the area's natural physical characteristics (weather and topography) as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the MDAB.

Climate

The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semiarid environment with mild winters, warm summers, moderate temperatures, and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The average annual temperature varies little throughout the MDAB, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the MDAB show greater variability in

annual minimum and maximum temperatures. All portions of the MDAB have recorded temperatures over 100°F in recent years.

The AVAQMD covers a western portion of the MDAB, specifically the desert portions of Los Angeles County. The MDAB is an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains which dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the blocking nature of the Sierra Nevada mountains to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. The MDAB is separated from the southern California coastal and central California valley regions by mountains (highest elevation approximately 10,000 feet), whose passes form the main channels for these air masses. The Antelope Valley is bordered in the northwest by the Tehachapi Mountains, separated from the Sierra Nevada Mountains in the north by the Tehachapi Pass (3,800 feet elevation). The Antelope Valley is bordered in the south by the San Gabriel Mountains, bisected by Soledad Canyon (3,300 feet).

During the summer, the MDAB is generally influenced by a Pacific Subtropical High cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these frontal systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The MDAB is classified as a dry-hot desert climate, with portions classified as dry-very hot desert, to indicate at least three months have maximum average temperatures over 100.4° F.[1]

The City experiences average high temperatures of up to 82°F during the month of August, and average low temperatures of 33°F during the month of December. Rainfall occurs most frequently in February with an average rainfall of 2.4 inches.[2]

LOCAL AMBIENT AIR QUALITY

California Air Resources Board (CARB) monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The closest monitoring station to the Annexation and Specific Plan areas with data from 2021 and 2022 is the Lancaster – Division Street Monitoring Station (43301 Division Street). For 2023 data, the closest station is the Lancaster – Fairgrounds Street Monitoring Station (2551 Avenue H). The air pollutants measured at Lancaster Monitoring Stations include ozone (O_3), carbon monoxide (CO), particulate matter (PM_{10}), nitrogen oxide (NO_2), and fine particulates ($PM_{2.5}$).

[1] Antelope Valley Air Quality Management District, *California Environmental Quality Act and Federal Conformity Guidelines*, August 2016.

[2] Weather Spark, *Climate and Average Weather Year Round in Lancaster*, https://weatherspark.com/y/1701/Average-Weather-in-Lancaster-California-United-States-Year-Round, accessed December 30, 2024.

The air quality data monitored at the Lancaster Monitoring Stations from 2021 to 2023 are presented in Table 5.13-1, *Measured Air Quality Levels*.

Table 5.13-1
Measured Air Quality Levels

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)[2] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2021 2022 2023	1.416 ppm 1.380 ppm *	0 / 0 0 / 0 * / *
Ozone (O_3)[2,3] (1-Hour)	0.09 ppm for 1 hour	N/A	2021 2022 2023	0.086 ppm 0.098 ppm 0.112 ppm	0 / 0 3 / 0 1 / 0
Ozone (O_3)[2,3] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2021 2022 2023	0.079 ppm 0.082 ppm 0.088 ppm	4 / 3 36 / 33 6 / 6
Nitrogen Dioxide (NO_X)[2,3]	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2021 2022 2023	0.046 ppm 0.044 ppm 0.035 ppm	0 / 0 0 / 0 0 / 0
Particulate Matter (PM_{10})[2,3,4,5]	50 µg/m³ for 24 hours	150 µg/m³ for 24 hours	2021 2022 2023	411.2 µg/m³ 76.2 µg/m³ 121.1 µg/m³	* / 1 * / 0 7 / 0
Fine Particulate Matter ($PM_{2.5}$)[2,3,5]	No Separate State Standard	35 µg/m³ for 24 hours	2021 2022 2023	35.7 µg/m³ 15.1 µg/m³ 12.4 µg/m³	* / 1 * / 0 * / 0

ppm = parts per million
µg/m³ = micrograms per cubic meter
* = Data Not Provided
PM_{10} = particulate matter 10 microns in diameter or less
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
N/A = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements during 2021 and 2022 were taken at the Lancaster – Division Street monitoring station located at 43301 Division Street, Lancaster, CA 93535.
3. Measurements during 2023 were taken at the Lancaster – Fairgrounds monitoring station located at 2551 W Avenue H, Lancaster, CA 93536.
4. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
5. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Sources: California Air Resources Board, i*ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/, accessed December 31, 2024. California Air Resources Board, *AQMIS Air Quality and Meteorological Information's Systems*, https://www.arb.ca.gov/aqmis2/aqdselect.php, accessed December 31, 2024.

Criteria Air Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the

adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In February 2024, the Environmental Protection Agency (U.S. EPA) lowered the federal primary $PM_{2.5}$ annual standard to 9.0 microgram per cubic meter (ug/m^3) from the 12.0 ug/m^3 standard set in 2012. The secondary annual standard remains at 15.0 ug/m^3. States and Tribal Authorities will submit initial recommendations of areas that do not attain this standard (i.e., nonattainment areas) to the U.S. EPA by February 2025, and the U.S. EPA will finalize area designations by February 2026.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and reactive organic gases (ROG) (see below) are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC are often used interchangeably.

Toxic Air Contaminants (TACs). TACs (also referred to as hazardous air pollutants [HAPs]), are pollutants that result in an increase in mortality, a serious illness, or pose a present or potential hazard to human health. Health effects of TACs may include cancer, birth defects, and immune system and neurological damage.

TACs can be separated into carcinogens and noncarcinogens based on the nature of the physiological degradation associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Noncarcinogenic TACs differ in that there is a safe level in which it is generally assumed that no negative health impacts would occur. These levels are determined on a pollutant-by-pollutant basis.

TACs are not considered criteria air pollutants and thus are not specifically addressed through the setting of ambient air quality standards. Instead, the U.S. EPA and CARB regulate HAPs and TACs,

respectively, through statutes and regulations that generally require the use of the maximum or best available control technology (MACT or BACT) to limit emissions.

Valley Fever

Coccidioidomycosis, more commonly known as "Valley Fever," is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley Fever symptoms occur within two to three weeks of exposure. Approximately 60 percent of Valley Fever cases are mild and display flu-like symptoms or no symptoms at all. Of those who are exposed and seek medical treatment, the most common symptoms include fatigue, cough, loss of appetite, rash, headache, and joint aches. In some cases, painful red bumps may develop on the skin. One important fact to mention is that these symptoms are not unique to Valley Fever and may be caused by other illnesses as well. Identifying and confirming this disease require specific laboratory tests such as: (1) microscopic identification of the fungal spherules in infected tissue, sputum, or body fluid sample; (2) growing a culture of *Coccidioides immitis* from a tissue specimen, sputum, or body fluid; (3) detection of antibodies (serological tests specifically for Valley Fever) against the fungus in blood serum or other body fluids; and (4) administering the Valley Fever Skin Test (called coccidioidin or spherulin), which indicate prior exposure to the fungus.

Valley Fever is not contagious, and therefore, cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have a life-long immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used. The type of medication used, and the duration of drug therapy are determined by the severity of disease and response to the therapy. The medications used include ketoconazole, itraconazole and fluconazole in chronic, mild-to-moderate disease, and amphotericin B, given intravenously or inserted into the spinal fluid, for rapidly progressive disease. Although these treatments are often helpful, evidence of disease may persist, and years of treatment may be required.

The usual course of Valley Fever in healthy people is complete recovery within six months. In most cases, the body's immune response is effective, and no specific course of treatment is necessary. About five percent of cases of Valley Fever result in pneumonia (infection of the lungs), while another five percent of patients develop lung cavities after their initial infection with Valley Fever. These cavities occur most often in older adults, usually without symptoms, and about 50 percent of them disappear within two years. Occasionally, these cavities rupture, causing chest pain and difficulty breathing, and require surgical repair. Only one to two percent of those exposed who seek medical attention would develop a disease that disseminates (spreads) to other parts of the body other than the lungs.

Factors that affect the susceptibility to coccidioidal dissemination are race, sex, pregnancy, age, and immunosuppression. While there are no racial or gender differences in susceptibility to primary

infection with coccidioidomycosis, differences in risk of disseminated infection do appear to exist. Men have a higher rate of dissemination than do women and several studies have shown that the rate of dissemination in African Americans and Filipinos is several times higher than in the rest of the U.S. population. Native Americans, Hispanics, and Asians may also have a higher rate of dissemination than the general population, but these population differences are not well defined.

The *Coccidioides immitis* fungal spores are often found in the soil around rodent burrows, Indian ruins, and burial grounds. The spores become airborne when the soil is disturbed by winds, construction, farming, and soil disturbing activities. This type of fungus is endemic to the southwestern United States and is common in the Antelope Valley. The City is in an area designated as suspected endemic for Valley Fever by the Center for Disease Control and Prevention (CDC).[3] Annual morbidity reports for 2003 through 2022 from Los Angeles County Public Health (LACPH) indicate that the Los Angeles County has a reported incidence rate of approximately 15 per 100,000 persons as of 2022.[4]

Sensitive Receptors Near Planning Areas 2, 4, 6 (East), 7, and 8

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, schools, and parks.

The following sensitive receptors are in proximity to Planning Areas 2, 4, 6, 7, and 8 of the Specific Plan area. All distances are measured from boundaries of the Planning Areas 2, 4, 6, 7, and 8 to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Planning Areas. The following is a list of the closest sensitive receptors to the identified Planning Areas.

- R1: Location R1 represents the Leisure Lakes Mobile Estates at 48303 20th Street West, approximately 145 feet west of the Specific Plan area. This sensitive receptor is located closest to Planning Area 4 of the Specific Plan area. R1 is measured from the private outdoor living areas (backyards) facing Planning Area 4. This receptor location is within the annexation area and adjacent to the western boundary of Planning Area 4 of the Specific Plan area.

- R2: Location R2 represents the Antelope Valley RV Park at 2551 Avenue G-8, approximately one mile to the south of the Specific Plan area. Additionally, this sensitive receptor is located 7,213 feet southwest of the eastern portion of Planning Area 6. This receptor is located outside

[3] Centers for Disease Control and Prevention, *More information about the estimated areas with blastomycosis, coccidioidomycosis (Valley fever), and histoplasmosis in the United States*, https://www.cdc.gov/fungal/pdf/more-information-about-fungal-maps-508.pdf, accessed December 30, 2024.

[4] Los Angeles County Department of Public Health, *Valley Fever*, http://publichealth.lacounty.gov/acd/diseases/cocci.htm, accessed December 30, 2024.

of the annexation area and within City limit. R2 is measured from the boundary line facing Planning Area 6.

- R3: Location R3 represents the existing residence at 1145 Regents Street, approximately 8,077 feet south of the Specific Plan area. This sensitive receptor is located closest to Planning Area 6 and 7 of the Specific Plan area. This receptor is located outside of the annexation area and within City limits. R3 is measured from the private outdoor living areas (backyards) facing Planning Area 6 and 7.

- R4: Location R4 represents the existing residence at 47149 5th Street West, approximately 974 feet southeast of the Specific Plan area. This sensitive receptor is located closest to Planning Area 8 of the Specific Plan area. R4 is measured from the private outdoor living areas (backyards) facing the project site. This receptor is within unincorporated Los Angeles County and outside of the annexation area.

- R5: Location R5 represents Mitchell's Avenue E RV Park at 721 Avenue E, approximately 1,015 feet east of Planning Area 3. R5 is measured from the RV facing Planning Area 3. This receptor is within unincorporated Los Angeles County and outside of the annexation area.

- R6: Location R6 represents the existing residence located on Avenue C, approximately 5,936 feet northeast of the Specific Plan area. This sensitive receptor is located closest to Planning Area 2 of the Specific Plan area. R6 is measured from the private outdoor living areas (backyards) facing the Planning Area 2. This receptor is within unincorporated Los Angeles County and outside of the annexation area.

5.13.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 5.13-2 *National and California Ambient Air Quality Standards*.

Table 5.13-2
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	**Nonattainment**	N/A	N/A[5]

	8 Hours	0.070 ppm (137 µg/m³)	**Nonattainment**	0.070 ppm (137 µg/m³)	**Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 µg/m³	**Nonattainment**	150 µg/m³	Unclassified/Attainment
	Annual Arithmetic Mean	20 µg/m³	**Nonattainment**	N/A	Unclassified/Attainment
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 µg/m³	Unclassified/Attainment
	Annual Arithmetic Mean	12 µg/m³	Unclassified	9 µg/m³	Unclassified/Attainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Unclassified/Attainment
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Unclassified/Attainment
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	Attainment	53 ppb (100 µg/m³)	Unclassified/Attainment
	1 Hour	0.18 ppm (339 µg/m³)	Attainment	100 ppb (188 µg/m³)	Unclassified/Attainment
Lead (Pb)[7,8]	30 days Average	1.5 µg/m³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m³	Unclassified/Attainment
	Rolling 3-Month Average	N/A	N/A	0.15 µg/m³	Unclassified/Attainment
Sulfur Dioxide (SO_2)[6]	24 Hours	0.04 ppm (105 µg/m³)	Attainment	0.14 ppm (for certain areas)	Unclassified/Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 µg/m³)	Attainment	75 ppb (196 µg/m³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified/Attainment
Visibility-Reducing Particles[9]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 µg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Unclassified		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 µg/m³)	Unclassified		

Notes: µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per

calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
6. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
8. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
9. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air MDAB standards, respectively.

Source:
Antelope Valley Air Quality Management District, *Antelope Valley AQMD Attainment Status,* https://avaqmd.ca.gov/files/e0986ab83/AVAQMD+2017+Attainment+Status+Table.pdf, 2022.
California Air Resources Board, *Ambient Air Quality Standards*, https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf, July 16, 2024.

STATE LEVEL

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.13-2, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an air quality management plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for the State of California.

Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data show that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

Air Toxics Programs

Toxic air contaminants are another group of pollutants of concern in southern California. There are hundreds of different types of toxic air contaminants, with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle engine exhaust. Public exposure to toxic air contaminants can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset spill conditions. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (Health and Safety Code Section 39660 et seq.) and Part 6 (Air Toxics "Hot Spots" Information and Assessment) (Health and Safety Code Section 44300 et seq.). CARB, working in conjunction with the State Office of Environmental Health Hazard Assessment, identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant to below a specific threshold, based on its effects on health, or to the lowest concentration achievable through use of best available control technology (BACT) for toxics. The program is administered by CARB. Air quality control agencies, including the AVAQMD, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by CARB.

REGIONAL LEVEL

Southern California Association of Governments

On September 3, 2020, the Regional Council of Southern California Association of Governments (SCAG) formally adopted the *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing greenhouse gases (GHGs) from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center-focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

The most recent 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted by SCAG's Regional Council in April 2024. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, the Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the Connect SoCal 2024 when seeking resources from State or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.

LOCAL LEVEL

Antelope Valley Air Quality Management District

Air districts have the primary responsibility to control air pollution from all sources other than those directly emitted from motor vehicles, which are the responsibility of the CARB and the U.S. EPA. Air districts adopt and enforce rules and regulations to achieve State and federal ambient air quality standards and enforce applicable State and federal law.

The U.S. EPA designated the Western Mojave Desert Ozone Nonattainment Area (WMDONA) as nonattainment for the 2015 70 ppb 8-hour ozone NAAQS pursuant to the provisions of the Federal Clean Air Act. AVAQMD is included in the WMDONA. As such, the AVAQMD adopted the AVAQMD Federal 70 ppb Ozone Attainment Plan (Western Mojave Desert Nonattainment Area) (AVAQMD 70 ppb Plan) on January 17, 2023.[5] The document sets forth a comprehensive program that would lead the area into compliance with federal and State air quality standards. The AVAQMD 70 ppb Plan includes the latest planning assumptions regarding population, vehicle, and industrial activity and addresses all existing and forecasted ozone precursor-producing activities within the Antelope Valley through the year 2026. According to the AVAQMD 70 ppb Plan, AVAQMD would be in attainment of the 70 ppb ozone NAAQS by August 3, 2033.

In August 2016, the AVAQMD adopted the *California Environmental Quality Act and Federal Conformity Guidelines* (CEQA and Federal Conformity Guidelines) to provide direction on the preferred analysis approach in preparing environmental analysis or document review. The guidelines characterize the topography and climate of the MDAB, defines cumulative impacts, and provide emission thresholds for construction and operation. The CEQA and Federal Conformity Guidelines establish significance thresholds for projects. Any project is significant if it triggers or exceeds the most appropriate evaluation criteria. The evaluation criteria are: (1) generates total emissions (direct and indirect) in

[5] Antelope Valley Air Quality Management District, *AVAQMD Federal 70 ppb Ozone Attainment Plan (Western Mojave Desert Nonattainment Area)*, January 17, 2023.

excess of the thresholds given in Table 5.13-3, *Antelope Valley Air Quality Management District Emissions Thresholds*; (2) generates a violation of any ambient air quality standard when added to the local background; (3) does not conform with the applicable attainment or maintenance plan(s); and (4) exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1. This air quality analysis is based on these four criteria.

Table 5.13-3
Antelope Valley Air Quality Management District Emissions Thresholds

Criteria Pollutant	Annual Threshold (tons/year)	Daily Thresholds (pounds/day)
Carbon Monoxide (CO)	100	548
Oxides of Nitrogen (NO_X)	25	137
Volatile Organic Compounds (VOCs)	25	137
Oxides of Sulfur (SO_X)	25	137
Particulate Matter (PM_{10})	15	82
Particulate Matter ($PM_{2.5}$)	12	65

Source: Antelope Valley Air Quality Management District, *California Environmental Quality Act and Federal Conformity Guidelines*, August 2016.

City of Lancaster General Plan 2030

PLAN FOR THE NATURAL ENVIRONMENT

The following objectives and policies related to air quality in the Plan for the Natural Environment Chapter of the General Plan would be applicable to the project:

Objective 3.3: Preserve acceptable air quality by striving to attain and maintain national, State and local air quality standards.

Policy 3.3.1: Minimize the amount of vehicular miles traveled.

Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.

Policy 3.3.3: Minimize air pollutant emissions generated by new and existing development.

Policy 3.3.4: Protect sensitive uses such as homes, schools and medical facilities, from the impacts of air pollution.

Policy 3.3.5: Cooperate with AVAQMD and other agencies to protect air quality in the Antelope Valley.

Objective 14.2: Promote a roadway system which balances the need to move vehicles while protecting environmental, aesthetic, and quality of life issues.

Policy 14.2.1: Support and improve a roadway network that is sensitive to environmental issues such as, biological, land, and water resources, as well as air quality, while permitting continued development within the study area.

Lancaster Municipal Code

Lancaster Municipal Code (LMC) Chapter 12.10, *Mobile Source Air Pollution Reduction*, supports the AVAQMD's imposition of the vehicle registration fee and to bring the City into compliance with the requirements set forth in Section 44243 of the Health and Safety Code in order to receive fee revenues for the purpose of implementing programs to reduce air pollution from motor vehicles.

Additionally, LMC Chapter 8.16, *Dust Control*, states that it is unlawful to contribute to wind erosion and dust emissions through disturbance of land surfaces (i.e., clearing of vegetation, excavation, grading, etc.).

5.13.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

REGIONAL AIR QUALITY

AVAQMD Thresholds

Under CEQA, the AVAQMD is a responsible agency on air quality within its jurisdiction or impacting its jurisdiction. Under the FCAA, the AVAQMD has adopted attainment plans for O_3. The AVAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan. The AVAQMD has adopted an attainment plan for ozone pursuant to the FCAA.

For the purposes of this air quality analysis, actions that violate federal standards for criteria pollutants (i.e., primary standards designed to safeguard the health of people considered to be sensitive receptors, and outdoor and secondary standards designed to safeguard human welfare) are considered significant impacts. Additionally, actions that violate State standards developed by the CARB or criteria developed by the AVAQMD, including thresholds for criteria pollutants, are considered significant impacts.

AVAQMD's CEQA and Federal Conformity Guidelines also provides significance thresholds to assess the impact of project related air pollutant emissions. Table 5.13-3 provides the significance thresholds set forth by the AVAQMD. A project that generates total emissions (direct and indirect) in excess of the thresholds given in Table 5.13-3 is considered significant.

Conformity Impacts

According to AVAQMD's CEQA and Federal Conformity Guidelines, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plans. A project is conforming if it complies with all applicable AVAQMD rules and regulations, complies with all proposed control measures that are not adopted from applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast (i.e., General Plan).

CEQA SIGNIFICANCE CRITERIA

CEQA Guidelines Appendix G contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-4);

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (refer to Impact Statements AQ-1 and AQ-2);

c) Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3); and

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Impact Statement AQ-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

Methodology

Models Employed to Analyze Air Quality

California Emission Estimator Model (CalEEMod)

Land uses affect air quality through construction-source and operational-source emissions. The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including AVAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this analysis has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria

pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air pollutant emissions. Construction emissions are quantified for the approximately 11.3 million square feet (sf) of proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan. Operational emissions are quantified for proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8 for the anticipated buildout year of 2031. Emissions are also quantified for Planning Areas 1, 3, and 5, as well as the remaining annexation area for an anticipated buildout year of 2040. Developments within Planning Area 6 are expected to be divided into two parts, with operations beginning in 2031 for the eastern half. The western half of Planning Area 6 was recently entitled, and its environmental impacts were analyzed in a separate approved CEQA document. Refer to specific detailed modeling inputs and outputs contained in Appendix 11.10.

Construction Emissions

Construction activities associated with the project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from demolition, site preparation, grading, building construction, paving, and architectural coating.

Due to the programmatic nature of future development in Planning Areas 1, 3, and 5, as well as the remainder of the annexation area, exact construction emissions generated by future development is unknown. All new development projects capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, these future new development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions

Construction Activities

Demolition Activities

The analysis conservatively assumes that all demolition debris would be hauled off-site, although some material may be recycled where applicable. It is anticipated that demolition debris would be hauled to the Lancaster Landfill, operated by Waste Management and located approximately 1.5 miles from the eastern boundary of the annexation and Specific Plan Area. However, the analysis conservatively utilizes the CalEEMod default hauling distance of 20 miles.

Grading Activities

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Grading on Planning Areas 2, 4, 6 (east), 7, and 8 is anticipated to balance, and no import or export of soil is anticipated.

Off-Site Utility and Infrastructure Improvements

In addition, to support the proposed development in Planning Areas 2, 4, 6 (east), 7, and 8, there will be off-site construction associated with roadway and utility improvements. Construction emissions from this off-site work would, therefore, be relatively short term, and not concentrated in one area. The physical constraints would limit the amount of construction equipment that could be used, and any off-site and utility infrastructure construction would not use equipment totals that would exceed the equipment totals, refer to Table 5.13-4, *Construction Equipment Assumptions*. As such, no impacts beyond what has already been identified in this section are expected to occur.

Table 5.13-4
Construction Equipment Assumption

Phase Name	Equipment	Number	Hours Per Day
Demolition	Rubber Tired Dozers	4	8
	Excavators	3	8
	Concrete/Industrial Saws	2	8
	Crushing/Processing Equipment	1	8
Site Preparation	Rubber Tired Dozers	12	8
	Crawler Tractors	9	8
Grading	Crawler Tractors	6	8
	Excavators	6	8
	Graders	3	8
	Rubber Tired Dozers	3	8
	Scrapers	16	8
Building Construction	Cranes	4	8
	Forklifts	6	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	6	8
	Welders	2	8
Paving	Pavers	4	8
	Paving Equipment	4	8
	Rollers	4	8
Architectural Coating	Air Compressors	2	8

Source: Refer to Appendix 11.10.

Construction Duration

The analysis considers construction of Planning Areas 2, 4, 6 (east), 7, and 8 to commence in 2026 and last through 2031. As stated, the western half of Planning Area 6 was recently approved, and its environmental impacts were analyzed in a separate approved CEQA document. Construction of the remaining Planning Areas and the remaining annexation area would conclude in 2040; however, site specific information and construction details are unknown at this time. As such, construction emissions are only quantified for the development of Planning Areas 2, 4, 6 (east), 7, and 8. Table 5.13-5, *Construction Duration*, displays the detailed information on construction duration for Planning

Areas 2, 4, 6 (east), 7, and 8. It should be noted that CalEEMod default construction schedule was adjusted based on the size of the project as well as the anticipated construction equipment list (which includes more equipment than the CalEEMod defaults).

Table 5.13-5
Construction Duration

Construction Activities	Working Days
Demolition	60
Site Preparation	48
Grading	144
Building Construction	1,240
Paving	405
Architectural Coating	405
Source: Refer to Appendix 11.10.	

The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

Construction Equipment

Site specific construction fleet may vary due to specific project needs at the time of construction. The associated construction equipment was generally based on CalEEMod defaults. A detailed summary of construction equipment assumptions by phase is provided in Table 5.13-4, *Construction Equipment Assumptions*.

On-Road Trips

Construction generates on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. The number of workers, hauling, and vendor trips are presented in Table 5.13-6, *Construction Trip Assumptions*.

Table 5.13-6
Construction Trip Assumption

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Haul Trips Per Day
Demolition	25	75	2
Site Preparation	53	60	0
Grading	85	180	0
Building Construction	4,777	1,549	0
Paving	30	0	0
Architectural Coating	955	0	0
Source: Refer to Appendix 11.10.			

It should be noted that for vendor trips specifically, CalEEMod only assigns vendor trips to the building construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for vendor trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity. Additionally, because paving and architectural coating activities overlap with building construction, the vendor trips assigned to building construction activities are assumed to be the same trips used to cover paving and architectural coating.

Operational Emissions

Operational activities associated with the project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$, and are expected from the following primary sources listed and described below:

- Area Source Emissions;
- Energy Source Emissions;
- Mobile Source Emissions;
- On-Site Cargo Handling Equipment Emissions;
- Transportation Refrigeration Units (TRU) Emissions; and
- Stationary Source Emissions.

The analysis evaluated operational emissions that would occur from Planning Areas 2, 4, 6 (east), 7, and 8 for a 2031 opening year. Operational emissions for Planning Areas 1, 3, and 5, as well as the remaining annexation area assuming a buildout year of 2040.

Area Source Emissions

Architectural Coating

Over a period of time the buildings that are part of this project would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The emissions associated with architectural coatings were calculated using CalEEMod.

Consumer Products

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on defaults provided within CalEEMod.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers,

trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project.[6] It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by January 1, 2024, which is now in effect. Additionally, pursuant to LMC Section 8.70.020, *Prohibition against use of gasoline powered landscape equipment,* effective April 1, 2027, landscape maintenance contractors would be prohibited from using gasoline powered landscape equipment within the City. However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM), a program which allows for buying and selling of emission credits, for generation within the MDAB, criteria pollutant emissions from offsite generation of electricity are excluded from the evaluation of significance and only natural gas use is considered. Electricity usage associated with the project was calculated by CalEEMod using default parameters. Developments within Planning Areas 2, 4, 6 (east), 7, and 8 would not utilize natural gas. Since site specific information for future developments in Planning Areas 1, 3, and 5 and the annexation area is unknown at this time, the following evaluation conservatively assumes that land uses in these areas (as well as the western half of PA 6) would utilize natural gas.

Mobile Source Emissions

The project related operational air quality emissions derive primarily from vehicle trips, including employee trips to and from the site and truck trips associated with the proposed uses. Trip generation rates and vehicle fleet mix available from the *Westside Annexation and North Lancaster Industrial Specific Plan Local Transportation Assessment Scoping Agreement* (Scoping Agreement), prepared by Urban Crossroads and dated November 15, 2024, were utilized. CalEEMod default trip lengths were utilized for passenger vehicles. Truck trip lengths were estimated based on the EMFAC average VMT per trip for Light-heavy duty trucks Type 1 (LHDT1[7]), Light-heavy duty trucks Type 2 (LHDT2[8]), and Medium-heavy duty trucks (MHDT) in Los Angeles County. For Heavy-heavy duty trucks (HHDT), it was assumed that inbound trips to the project would begin at the Port of Long Beach or Port of Los Angeles, located approximately 102 miles from Planning Areas 2, 4, 6 (east), 7, and 8, while outbound HHDT truck trip lengths were estimated based on the EMFAC average VMT per trip.

[6] Pursuant to LMC Section 17.12.230, *Design requirements*, and 17.16.220, *Design and performance standards*, commercial and industrial developments are prohibited from installing turf.

[7] Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.

[8] Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

Passenger Vehicles

The Scoping Agreement does not provide a specific breakdown for passenger vehicles. Therefore, this analysis assumes that passenger vehicles include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1[9] & LDT2[10]), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 3-7, *Passenger Car Fleet Mix*, of Appendix 11.10, was utilized based on CalEEMod default fleet mix estimates for 2031 and 2040. CalEEMod default trip lengths were utilized for passenger vehicles with an assumption of 100 percent primary trips.

Trucks

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated truck trip lengths based on the EMFAC average VMT per trip for 2-axle (LHDT1, LHDT2) and 3-axle (MHDT) trucks in Los Angeles County. For 4+-axle (HHDT) trucks, it was assumed that inbound trips would begin at the Port of Long Beach or Port of Los Angeles, located approximately 102 miles from Planning Areas 2, 4, 6 (east), 7, and 8, while outbound HHDT truck trip lengths were estimated based on the EMFAC average VMT per trip. The analysis assumed 100 percent primary trips. To account for emissions generated by trucks, the fleet mix in Table 3-8, *Truck Fleet Mix*, of Appendix 11.10, was utilized.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod.

On-Site Equipment Emissions

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. All on-site cargo handling operational equipment in Planning Areas 2, 4, 6 (east), 7, and 8 would be zero-emission. As such, cargo handling equipment utilized by warehouse buildings in these Planning Areas would not generate emissions.

However, for a conservative analysis, this analysis assumes Planning Areas 1, 3, and 5 would operate a combined total of 74 units of exterior cargo handling equipment and the industrial portions of the remaining annexation area would operate 52 units of exterior cargo handling equipment. The following evaluation conservatively assumes that each unit of exterior cargo handling equipment would be rated at 175 horsepower and operated for four hours per day.

[9] Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 pounds (lbs). and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

[10] Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Transportation Refrigeration Units Source Emissions

To account for the possibility of refrigerated uses (up to 1,007,195 sf in Planning Areas 2, 4, 6 (east), 7, and 8; 2,067,793 sf in Planning Areas 1, 3, and 5; and 1,448,370 sf in the annexation area), trucks associated with the cold-storage land use are assumed to also have Transport Refrigeration Units (TRU). For modeling purposes, 756 two-way truck trips with TRUs were modeled for Planning Areas 2, 4, 6 (east), 7, and 8, 1,552 two-way truck trips with TRUs were modeled for Planning Areas 1, 3, and 5, and 1,088 two-way truck trips with TRUs were modeled for the remaining annexation area (e.g., all truck trips that would be associated with high-cube cold storage uses, as summarized in the Scoping Agreement). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the OFFROAD Model version 2021 (OFFROAD 2021), developed by CARB. OFFROAD 2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day, while all activity, fuel consumption, and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operations. Detailed TRU emission calculations are presented in Appendix 11.10.

Stationary Source Emissions

Portions of the proposed project were conservatively assumed to include installation of up to eleven 300 horsepower diesel-powered fire pumps and seven 700 horsepower diesel-powered emergency generators for Planning Areas 2, 4, 6 (east), 7, and 8. While it is unknown if Planning Areas 1, 3, and 5 would install emergency stationary equipment, as a conservative analysis, the following evaluation assumes the installation of 14 emergency generators and 20 emergency fire pumps. The remaining annexation area was conservatively estimated to include ten emergency generators and 14 emergency fire pumps. Each emergency engine was estimated to operate for up to one hour per day, one day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generators were calculated using CalEEMod.

Construction Health Risk Assessment

Emissions Calculations

The emissions calculations for the construction health risk assessment (HRA) component are based on an assumed mix of construction equipment and hauling activity as presented above. Construction related diesel particulate matter (DPM) emissions are expected to occur primarily as a function of the operation of heavy-duty construction equipment. Emissions from construction equipment were modeled in American Meteorological Society/Environmental Protection Agency Regulatory Model

(AERMOD) using volume sources covering Planning Areas 2, 4, 6 (east), 7, and 8; refer to Appendix 11.10 for modeling details.

Operational Health Risk Assessment

On-Site and Off-Site Truck Activity

Vehicle DPM emissions were calculated using emission factors for PM_{10} generated with the 2021 EMFAC developed by the CARB. The most recent version of this model, EMFAC 2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of VMT by speed, and number of starts per day. Several distinct emission processes are included in EMFAC 2021. Emission factors calculated using EMFAC 2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel particulate exhaust for this project are presented in Appendix 11.10.

Annual average PM_{10} emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the Los Angeles County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the project. The vehicle travel speeds for each segment modeled are summarized below:

- Idling – on-site loading/unloading and truck gate;
- 5 miles per hour – on-site vehicle movement including driving and maneuvering; and
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

It is expected that minimal idling would occur at nearby intersections during truck travel on study area roadways (e.g., at an intersection during a red light, or yielding to make a turn). Notwithstanding, the analysis conservatively utilizes a reduced off-site average speed of 25 miles per hour (below the posted speed limit) for travel on study area roadways. Use of this lower average speed for off-site travel results in a higher emission factor, and therefore any negligible idling that occurs during truck travel along the study area would be accounted for.

As a conservative measure, a 2031 EMFAC 2021 run was conducted and a static 2031 emissions factor data set was used for the entire duration of analysis herein (e.g., 30 years). Use of 2031 emission factors would overstate potential impacts since this approach assumes that emission factors remain "static" and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated into vehicles after 2031. Light-Heavy-Duty Trucks are comprised of 61.9 percent diesel, Medium-Heavy-Duty Trucks are comprised of 93.2 percent diesel, and Heavy-Heavy-Duty Trucks are comprised of 99.6 percent diesel. Trucks fueled by diesel are accounted for by these percentages accordingly in the emissions factor generation. Appendix 11.10 includes additional details on the emissions estimates from EMFAC. The vehicle DPM exhaust emissions were calculated for running exhaust emissions. The running exhaust emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC over the total distance traveled.

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM_{10} emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor (g/idle-hr) from EMFAC and the total truck trip over the total assumed idle time (15 minutes).

Each roadway was modeled as a line source (made up of multiple adjacent volume sources). The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway. The modeling domain is limited to the project's primary truck route and includes off-site sources in the study area for more than 0.75 mile. This modeling domain is more inclusive and conservative than using only a 0.25-mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a 0.25-mile of the primary source of emissions. In the case of the project, the primary source of emissions is the on-site idling and on-site travel.

On-site truck idling was estimated to occur as trucks enter and travel through Planning Areas 2, 4, 6 (east), 7, and 8. Although the project's diesel-fueled truck and equipment operators will be required by State law to comply with CARB's idling limit of five minutes, staff at South Coast Air Quality Management District (SCAQMD) recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling, which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis calculates truck idling at 15 minutes, consistent with SCAQMD's recommendation. Truck idling at trailer parking areas was assumed to occur over a period of five minutes. Even though the project is not within the jurisdiction of the SCAQMD, these recommendations are relevant for CEQA purposes since AVAQMD does not provide similar guidance.

TRU Emissions

To account for the possibility of refrigerated uses (up to 1,007,195 sf in Planning areas 2, 4, 6 (east), 7, and 8; 2,067,793 sf in Planning Areas 1, 3, and 5; and 1,448,370 sf in the annexation area), trucks associated with the cold-storage land use are assumed to also have TRUs. For modeling purposes, a total of 756 two-way truck trips have been estimated to include TRUs in Planning Areas 2, 4, 6 (east), 7, and 8, 1,552 two-way truck trips with TRUs were modeled for Planning Areas 1, 3, and 5, and 1,088 two-way truck trips with TRUs were modeled for the remaining annexation area. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on OFFROAD Model version 2021 (OFFROAD 2021), developed by CARB. OFFROAD 2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate

emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operations.

Emergency Engines

The proposed project was conservatively assumed to include installation of up to eleven 300-horsepower (HP) diesel-powered fire pumps and seven 700-HP diesel-powered emergency generators for Planning Areas 2, 4, 6 (east), 7, and 8. While it is unknown if Planning Areas 1, 3, and 5 would install emergency stationary equipment, as a conservative analysis, the following evaluation assumes the installation of 14 emergency generators and 20 emergency fire pumps. The annexation area was conservatively estimated to include ten emergency generators and 14 emergency fire pumps. Each emergency engine was estimated to operate for up to one hour per day, one day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generators were calculated using CalEEMod. Each emergency engine was modeled in AERMOD as a point source, and because specific engine data is not known at this time, release parameters from the California Air Pollution Control Officers Association Facility Prioritization Guidelines were utilized.

Carcinogenic Chemical Risk

Guidance from CARB and the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) recommends a refinement to the standard point estimate approach when alternate human body weights and breathing rates are utilized to assess risk for susceptible subpopulations such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose. Once determined, contaminant dose is multiplied by the cancer potency factor (CPF) in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day) to derive the cancer risk estimate.

Non-Carcinogenic Exposure

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The chronic REL for DPM was established by OEHHA as five (5) $\mu g/m^3$. Non-cancer health effects are expressed as a hazard index (HI), which is calculated by dividing the annual average DPM concentration by the REL for DPM (five [5] $\mu g/m^3$).

5.13.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

AQ-1 SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT COULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF CRITERIA POLLUTANTS FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed project would annex approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. The proposed annexation may result in both small- and large-scale development within the project site. However, the annexation itself does not directly propose any demolition or construction activities.

The thresholds of significance recommended by the AVAQMD for construction emissions were developed for individual development projects. Construction-related emissions are described as short-term or temporary in duration and have the potential to represent a significant impact with respect to air quality. As discussed above, implementation of the proposed annexation would not include construction activity. However, future construction-related activities associated with development within the annexation area would result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery trucks, and worker commute vehicles; vehicle travel on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation)..

Because implementation of the proposed annexation does not propose any specific development, construction-related emissions that may occur at any one time are speculative and cannot be accurately determined. Assuming relatively robust economic conditions over the next 25 years, construction activities would occur throughout the project area, but the rate of development cannot be predicted. Future development projects would be required to comply with all applicable AVAQMD rules and regulations as well as other control measures to reduce construction emissions; refer to Regulatory Requirement AQ-1 as well as Mitigation Measure AQ-1. Specifically, Mitigation Measure AQ-1 would require future projects within the proposed annexation area to utilize construction equipment vehicles in proper condition and in tune per manufacturer's specifications to ensure ozone precursor emissions are reduced. Regulatory Requirement AQ-1 would require all construction activities to adhere AVAQMD Rules 401 (Visible Emissions), 402 (Nuisance), 403 (Fugitive Dust), and Rule 1113 (Architectural Coating). Upon compliance with existing AVAQMD regulations as outlined in Regulatory Requirement AQ-1 as well as Mitigation Measure AQ-1, construction impacts related to implementation of the proposed annexation would be less than significant.

SPECIFIC PLAN ANALYSIS

The proposed project would involve adoption of the proposed Specific Plan, which would allow up to approximately 38.5 million sf of industrial development. Future development projects would be required to comply with all applicable AVAQMD rules and regulations (Regulatory Requirement AQ-1) as well as other control measures to reduce construction emissions, including Mitigation Measures AQ-2 through AQ-7.

Due to the programmatic nature of future development in Planning Areas 1, 3, and 5, exact construction emissions generated by future development is unknown. All new development projects capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, these future new development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions

Planning Areas 2, 4, 6 (east), 7 and 8

The project proposes to develop up to 11.3 million sf of industrial uses and associated site improvements within Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan. Emissions for each year have been quantified based upon the phase duration and equipment types; refer to the Methodology section above for construction details and assumptions. Table 5.13-7, *Emissions Summary of Construction – Without Mitigation (Planning Areas 2, 4, 6 [East], 7, and 8*, presents anticipated daily short-term construction emissions associated with construction of the industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8.

Table 5.13-7
Emissions Summary of Construction – Without Mitigation (Planning Areas 2, 4, 6 [East], 7 and 8)

Year	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2026	17.79	157.93	151.05	0.40	28.81	16.39
2027	29.59	93.92	471.30	0.42	77.04	19.56
2028	26.69	88.59	445.39	0.42	76.94	19.47
2029	25.66	83.74	419.01	0.42	76.87	19.41
2030	176.46	97.44	489.27	0.45	90.18	22.83
2031	175.47	94.82	462.82	0.45	90.12	22.76
Winter						
2026	38.37	158.25	352.32	0.45	77.49	19.66
2027	25.22	98.50	334.85	0.45	77.04	19.56
2028	24.38	92.82	317.70	0.42	76.94	19.47
2029	23.56	87.97	298.87	0.42	76.87	19.41
2030	174.20	102.50	355.40	0.45	90.18	22.83

Year	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2031	173.21	97.18	335.46	0.45	90.12	22.76
Total Maximum Daily Emissions	**176.46**	**158.25**	**489.27**	**0.45**	**90.18**	**22.83**
AVAQMD Regional Thresholds	137	137	548	137	82	65
Threshold Exceed?	**YES**	**YES**	**NO**	**NO**	**YES**	**NO**
Source: Refer to Appendix 11.10.						

Without mitigation, emissions resulting from construction activities would exceed the criteria pollutant thresholds established by the AVAQMD for emissions of VOCs, NO_X, and PM_{10}. Therefore, mitigation measures are proposed to reduce these emissions. Regulatory Requirement AQ-1 as well as Mitigation Measures AQ-2 through AQ-7 would reduce construction-source emissions associated with the proposed developments within the Specific Plan to the extent feasible. However, with implementation of mitigation, construction emissions would still exceed the AVAQMD's regional thresholds for PM_{10}; refer to Table 5.13-8, *Emissions Summary of Construction – With Mitigation (Planning Areas 2, 4, 6 [East], 7, and 8)*.

Table 5.13-8
Emissions Summary of Construction – With Mitigation (Planning Areas 2, 4, 6 [East], 7 and 8)

Year	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2026	4.35	28.50	211.56	0.40	23.28	11.33
2027	27.52	73.86	479.26	0.42	76.24	18.84
2028	24.73	70.09	453.35	0.42	76.24	18.84
2029	23.78	66.44	427.13	0.42	76.23	18.83
2030	69.31	71.69	498.45	0.45	89.18	21.92
2031	68.42	70.31	472.19	0.45	89.18	21.92
Winter						
2026	34.74	82.13	360.20	0.45	76.59	18.84
2027	23.16	78.43	342.81	0.45	76.24	18.84
2028	22.42	74.32	325.67	0.42	76.24	18.84
2029	21.68	70.67	306.99	0.42	76.23	18.83
2030	67.05	76.74	364.59	0.45	89.18	21.92
2031	66.16	72.67	344.83	0.45	89.18	21.92
Total Maximum Daily Emissions	**69.31**	**82.13**	**498.45**	**0.45**	**89.18**	**21.92**
AVAQMD Regional Thresholds	137	137	548	137	82	65
Threshold Exceed?	**NO**	**NO**	**NO**	**NO**	**YES**	**NO**
Source: Refer to Appendix 11.10.						

With implementation of the proposed mitigation measures, construction emissions would still exceed the AVAQMD established threshold for PM_{10}. There are no additional feasible mitigation measures

to reduce PM_{10} emissions to below the AVAQMD threshold. As such, impacts would be considered significant and unavoidable.

Regulatory Requirements:

ANNEXATION AREA

RR AQ-1 Construction within the annexation area and Specific Plan area shall comply with all applicable Rules and Regulations of the Antelope Valley Air Quality Management District (AVAQMD), including, but not limited to Rules 401 (Visible Emissions), 402 (Nuisance), 403 (Fugitive Dust), and Rule 1113 (Architectural Coating). To ensure compliance with these Rules and Regulations, the developer or contractor shall prepare and submit a Dust Control Plan to the AVAQMD for approval prior to issuance of grading permit. The Dust Control Plan shall document the best management practices (BMPs) that will be implemented during project construction to prevent, to the maximum extent practicable, wind and soil erosion. BMPs that will be included in the Dust Control Plan shall include, but are not limited to, the following:

- Signage compliant with Rule 403 shall be erected at each project site entrance prior to the commencement of construction.
- A water truck shall be utilized to maintain moist disturbed surfaces and actively spread water during visible dusting episodes to minimize visible fugitive dust emissions. If the project site has exposed sand or fines deposits, or if the project exposes such soils through earthmoving, chemical stabilization or covering with a stabilizing layer of gravel will be required to eliminate visible dust/sand from the sand/fines deposits.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.

Rule 1113 would limit the quantity of Voltaic Organic Compounds that are used in architectural coatings. Rule 1120 would minimize odors associated with architectural coatings. The City of Lancaster Community Development Department shall determine compliance with this regulatory requirement.

SPECIFIC PLAN AREA

Refer to Regulatory Requirement RR AQ-1.

Mitigation Measures:

ANNEXATION AREA

AQ-1 Prior to issuance of a grading permit for future projects developed within the annexation area the City of Lancaster Community Development Department shall confirm that the Grading Plan, Building Plans, and specifications require that ozone precursor emissions

from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications.

SPECIFIC PLAN AREA

Refer to Mitigation Measure AQ-2 above, and

AQ-2 During construction, the construction contractor shall ensure that off-road diesel construction equipment used during grading activities, complies with United States Environmental Protection Agency (U.S. EPA) or California Air Resource Board (CARB) Tier 4 emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. If such equipment is not commercially available, the construction contractor shall provide documentation showing unavailability of the equipment from at least two equipment manufacturers to the City of Lancaster Community Development Department. The City of Lancaster Community Development Department shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts prior to the start of construction activities.

AQ-3 After the grading phase of project construction, the developer or contractor shall provide temporary electrical hook ups to the power grid, rather than diesel-fueled generators, for contractors' electric construction tools, such as saws, drills, and compressors. The use of diesel-fueled generators for on-site construction activities shall be prohibited unless electrical infrastructure is not yet available on the project site. Diesel-fueled generators may be used for off-site construction work. All off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction shall be electric powered, where feasible. The developer or applicant shall include these requirements in applicable bid documents, purchase orders, and contracts with successful contractors. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-4 During construction, the construction contractor shall ensure that the idling of heavy construction equipment for more than five minutes is prohibited. Signage shall be posted throughout the construction site informing construction personnel of the idling time limit. Idling time limits shall be noted in construction specifications. Subject to all other idling restrictions, heavy construction equipment shall not be left in the "on position" for more than 10 hours per day. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-5 During construction, all haul trucks entering the project construction site during the grading and building construction phases shall meet California Air Resources Board (CARB) model year 2014 (or newer) engine emission standards. All heavy-duty haul trucks shall also meet CARB's lowest optional low oxides of nitrogen (NO_x) standard. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-6 Construction activities shall be consistent with Section 5.408.1 of the CALGreen Code Part 11, a minimum of 65 percent of the nonhazardous construction and demolition waste shall be recycled and/or salvaged for reuse. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-7 "Super-Compliant" low VOC paints shall be used during architectural coatings, which have been reformulated to exceed the regulatory VOC limits put forth by AVAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize pre-coated tilt-up concrete buildings that do not require the use of architectural coatings (painting) or limit the application of architectural coatings to no more than 29,483 sf per day. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

Level of Significance: Significant and Unavoidable Impact.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

AQ-2 IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.

Impact Analysis:

ANNEXATION ANALYSIS

Implementation of the proposed annexation would not directly generate operational emissions as no specific development is proposed. Additionally, the proposed annexation itself would not involve any building construction or land uses that may generate stationary or mobile source emissions. However, potential buildout of the annexation area (excluding the Specific Plan area) would result in up to 15,594,480 sf of nonresidential development and 1,837 dwelling units, refer to Table 3-1, *Annexation Area Buildout Potential*. Future buildout of the annexation area would generate emissions from mobile source, area source, energy source, on-site cargo handling equipment emissions, stationary sources, and TRUs; refer to Table 5.13-9, *Summary of Annexation Area Peak Operational Emissions – Without Mitigation (2040)*.

Table 5.13-9
Summary of Annexation Area Peak Operational Emissions – Without Mitigation (2040)

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Annexation Area (2040)						
Summer						
Mobile Source	215.08	546.14	2,382.97	10.13	843.51	222.79
Area Source	542.38	6.67	782.99	0.04	1.25	0.95
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Source	18.38	51.37	46.86	0.09	2.70	2.70
Transport Refrigeration Units Source	113.37	103.52	12.34	0.00	0.67	0.62
Cargo Handling Equipment	5.79	18.82	808.01	0.00	1.53	1.41
Total Maximum Daily Emissions	**900.96**	**833.93**	**4,117.94**	**10.91**	**857.89**	**236.69**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	202.04	581.65	1,860.04	9.60	843.52	222.80
Area Source	467.51	0.00	0.00	0.00	0.00	0.00
Energy Source	0.00	0.00	0.00	0.00	8.23	8.23
Stationary Sources	18.38	51.37	46.86	0.09	2.70	2.70
Transport Refrigeration Units Source	113.37	103.52	12.34	0.00	0.67	0.62
Cargo Handling Equipment	18.38	51.37	46.86	0.09	2.70	2.70
Total Maximum Daily Emissions	**767.39**	**862.77**	**2,812.02**	**10.34**	**856.65**	**235.75**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.10.

Future development in accordance with the proposed land use designations and pre-zones within the annexation area would be required to comply with the air quality standards of the AVAQMD or the City, whichever is more restrictive. Additionally, future development within the annexation area would be analyzed at a project-level and be reviewed by the City to ensure that development occurs in a manner consistent with the General Plan, LMC, and that additional environmental review is conducted under CEQA, as needed. Future project-specific environmental review under CEQA would be conducted pursuant to City guidelines and in compliance with existing AVAQMD regulations. However, as the emissions would exceed the AVAQMD thresholds, impacts related to buildout of the annexation area would be significant and unavoidable.

SPECIFIC PLAN ANALYSIS

Future development projects would be required to comply with all applicable AVAQMD rules and regulations as well as other control measures to reduce operational emissions; refer to Mitigation Measures AQ-8 through AQ-25.

Planning Areas 2, 4, 6 (East), 7 and 8

The following analysis evaluates operational emissions that would occur from the proposed development within Planning Areas 2, 4, 6 (east), 7, and 8 for a 2031 opening year. Table 5.13-10, *Summary of Peak Operational Emissions – Without Mitigation (2031) (Planning Areas 2, 4, 6 [East], 7 and 8)*, provides long-term operational emissions associated with buildout of Planning Areas 2, 4, 6 (east), 7, and 8 in 2031 generated by mobile sources, area sources, energy sources, stationary sources, and TRUs. As shown in Table 5.13-10, operational emissions without mitigation would exceed the operational thresholds established by the AVAQMD.

Table 5.13-10
Summary of Peak Operational Emissions – Without Mitigation (2031) (Planning Areas 2, 4, 6 [East], 7 and 8)

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Planning Areas 2, 4, 6 (East), 7, 8 (2031)						
Summer						
Mobile Source	64.40	367.62	455.79	4.43	222.81	62.86
Area Source	345.06	4.16	494.67	0.03	0.88	0.66
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Source	13.45	37.61	34.31	0.06	1.98	1.98
Transport Refrigeration Units Source	78.90	72.08	8.59	0.00	0.68	0.62
Total Maximum Daily Emissions	**501.81**	**481.47**	**993.36**	**4.53**	**226.34**	**66.13**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	59.39	388.13	391.91	4.37	222.81	62.86
Area Source	263.76	0.00	0.00	0.00	0.00	0.00
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Source	13.45	37.61	34.31	0.06	1.98	1.98
Transport Refrigeration Units Source	78.90	72.08	8.59	0.00	0.68	0.62
Total Maximum Daily Emissions	**415.51**	**497.82**	**434.81**	**4.43**	**225.47**	**65.47**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceed?	**YES**	**YES**	**NO**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.10.

Planning Areas 1, 3, and 5

The remaining Specific Plan area and remaining annexation area have a buildout year of 2040. Table 5.13-11 *Summary of Peak Operational Emissions– Without Mitigation (2040) (Planning Areas 1, 3, and 5)*, details long-term operational emissions associated with buildout of Planning Areas 1, 3, and 5 in 2040

generated by mobile sources, area sources, energy sources, stationary sources and TRUs. As shown in Table 5.13-11, operational emissions without mitigation would exceed the operational thresholds established by the AVAQMD.

Table 5.13-11
Summary of Peak Operational Emissions – Without Mitigation (2040) (Planning Areas 1, 3, and 5)

Source	Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Planning Areas 1, 3, and 5 (2040)						
Summer						
Mobile Source	153.79	667.76	1,128.76	8.70	555.54	152.30
Area Source	623.17	7.57	899.34	0.05	1.60	1.21
Energy Source	6.81	123.76	103.96	0.74	9.41	9.41
Stationary Source	25.93	72.47	66.11	0.12	3.81	3.81
Transport Refrigeration Units Source	161.80	147.74	17.62	0.00	0.96	0.89
Cargo Handling Equipment	8.24	26.79	1,149.86	0.00	2.17	2.00
Total Maximum Daily Emissions	**979.73**	**1,046.08**	**3,365.65**	**9.62**	**573.49**	**169.62**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	143.85	706.98	955.21	8.51	555.55	152.31
Area Source	475.34	0.00	0.00	0.00	0.00	0.00
Energy Source	6.81	123.76	103.96	0.74	9.41	9.41
Stationary Source	25.93	72.47	66.11	0.12	3.81	3.81
Transport Refrigeration Units Source	161.80	147.74	17.62	0.00	0.96	0.89
Cargo Handling Equipment	8.24	26.79	1,149.86	0.00	2.17	2.00
Total Maximum Daily Emissions	**821.96**	**1,077.74**	**2,292.75**	**9.37**	**571.90**	**168.42**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceed?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Refer to Appendix 11.10.

As shown in Table 5.13-10 and Table 5.13-11, the estimated long-term emissions generated at buildout year of the Specific Plan area would exceed the AVAQMD's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations in the MDAB. Mitigation Measures AQ-8 through AQ-25 would reduce the operational-source emissions associated with buildout of the Specific Plan to the extent feasible. However, none of the mitigation measures are quantifiable at the planning stage. On this basis, it is concluded that project operational-source VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions cannot be definitively reduced below applicable AVAQMD thresholds and therefore, impacts are considered significant and unavoidable.

Mitigation Measures:

ANNEXATION AREA

No feasible mitigation measures are applicable.

SPECIFIC PLAN AREA

AQ-8 Prior to the issuing of each building permit, the project applicant and its contractors shall provide plans and specifications to the City of Lancaster Building and Safety Division that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights, where feasible.

AQ-9 Future developments within the Specific Plan shall be designed so that it is able to achieve Energy and Environmental Design (LEED) certification, or equivalent, at the time of building permit application. Documentation shall be provided to the City of Lancaster demonstrating that the project meets this requirement prior to the issuance of building permits.

AQ-10 Future developments within the Specific Plan shall be designed to include electrical infrastructure to accommodate the required number of electric vehicles charging stations, the anticipated number charging stations for electric cargo handling equipment where applicable, and the potential installation of additional automobile and truck electric vehicle charging stations per Title 24, Part 11 (California Green Building Standards (CALGreen). The electrical rooms of each building proposed within the Specific Plan shall be of sufficient size to accommodate the upsizing of electrical equipment to accommodate potential future electrical loads. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-11 A project applicant or successor in interest shall implement the following measures:

- The landscape plan of each building proposed within the Specific Plan shall emphasize drought-tolerant plants and use water-efficient irrigation techniques.
- All heating, cooling, lighting, and appliance fixtures shall be Energy Star-rated.
- All fixtures installed in restrooms and employee break areas shall be U.S. Environmental Protection Agency (EPA) WaterSense certified or equivalent.
- Structures shall be equipped with outdoor electric outlets in the front and rear of the structures to facilitate use of electrical lawn and garden equipment where feasible.

- Storage areas shall be provided and shown on the site plan for recyclables and green waste, as well as food waste storage if a pick-up service is available.
- Buildings shall include high-efficiency particulate air (HEPA) filtration systems within all warehouse facilities, where feasible.
- The roof shall provide R-30 insulation to decrease overall energy consumption and increase occupant comfort, where feasible.
- Solar-powered water heaters shall be installed on the project site, where feasible.
- A timer system for lighting to ensure that lights shall be switched off during times of non-operation shall be installed on site.

The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-12 Entry gates into the loading dock/truck court areas shall be sufficiently positioned to ensure that all trucks and other vehicles are contained on site and inside the property line during operation. Queuing, or circling of vehicles, on public streets immediately pre- or post-entry to the project shall be strictly prohibited unless queuing occurs in a deceleration lane or right turn lane exclusively serving the site. The project applicant shall demonstrate compliance with the City of Lancaster Building Department upon request.

AQ-13 During operation, the following measures shall be implemented to reduce the urban heat island effect:

- The roof structures of each building proposed within the Specific Plan shall be designed to include "cool roof" materials with a minimum aged reflectance and thermal emittance values that are equal to or greater than those specified in the current edition of CALGreen, Table A5.106.11.2.3 for Tier 1 standards.
- Sufficient shade trees shall be provided throughout the site so that at least 50 percent of the automobile parking areas will be shaded within 15 years after project construction is complete (excluding the truck courts where trees cannot be planted due to interference with truck maneuvering).

The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-14 Prior to signing the leasing contract, the following measure shall be implemented during all ongoing business operations and shall be included as part of contractual lease agreement language to ensure that tenants and operators of the building are informed of the following operational responsibility:

- All equipment and appliances operating within the Specific Plan shall be zero-emission equipment, where economically feasible and commercially available, as reasonably determined by the Lead Agency. This requirement shall apply to indoor and outdoor equipment such as forklifts, handheld landscaping equipment, yard equipment, office appliances, etc. The building manager or their designee shall be responsible for enforcing these requirements.

The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-15 The following measures shall be implemented to reduce air pollutant emissions from idling during operation:

- Signage. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify the project's three-minute idling restriction. At a minimum, each sign shall include: (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; (3) telephone numbers of the building facilities manager and CARB to report violations; and (4) that penalties apply for violations.

- The facility operator(s) shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

- Tenants and operators on the site shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at CARB-approved courses (such as the free, one-day Course #512).

The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-16 All project applicants or successors in interest shall establish and submit to the City of Lancaster a Truck Routing Plan that provides for routes between the project site and the State Highway System and is consistent with the City-adopted truck routes. The Truck Routing Plan shall comply with the truck routes established by the City of Lancaster and include measures, such as signage, pavement markings, and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The Truck Routing Plan shall make every effort to avoid passing sensitive receptors, to the greatest extent possible, unless otherwise superseded by an applicable truck routing ordinance adopted by the City of Lancaster. The tenant/operator of the project shall be responsible for enforcement of the Truck Routing Plan. A revised plan shall be submitted to the City of Lancaster prior to a business license being issued by

the City of Lancaster for any new tenant/operator of the project site. The revised plan shall expand upon the original Truck Routing Plan and describe the operational characteristics of the use of the tenant/operator, including, but not limited to, hours of operations, types of items to be stored within the building, and whether any modifications to the project's designated truck routes are necessary. The City of Lancaster shall have discretion to determine if changes to the Truck Routing Plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the project. Signs and drive aisle pavement markings shall clearly identify the on-site circulation pattern to minimize unnecessary on-site vehicular travel. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-17 Prior to tenant occupancy, a project applicant or successor in interest shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the site have been provided informational documentation regarding:

- Funding opportunities that provide incentives for using cleaner than-required engines and equipment, such as the Carl Moyer Program and Voucher Incentive Program. The United States Environmental Protection Agency (U.S. EPA) SmartWay Program, which assists freight shippers, carriers, logistics companies, and other stakeholder partner with the U.S. EPA to measure, benchmark, and improve logistics operations and reduce air pollutant emissions from transport of cargo.

AQ-18 Prior to tenant occupancy, the project applicant shall provide documentation to the City of Lancaster demonstrating that occupants/tenants of the project site have been provided informational documentation regarding:

- Information regarding energy efficiency, energy-efficient lighting and lighting control systems, energy management, and existing energy incentive programs.
- Information regarding and a recommendation to use cleaning products that are water-based or containing low quantities of volatile organic compounds.
- Information regarding and a recommendation to use electric or alternatively fueled sweepers with High Efficiency Particulate Air (HEPA) filters.
- Information regarding on-site meal options, such as food trucks, will be provided to employees.

AQ-19 At a minimum, the roofs of the warehouse buildings within the Specific Plan shall be designed to provide the structural capacity to accommodate roof-top solar panels. Future developments within the Specific Plan shall be capable of including rooftop solar panels that generate sufficient power to meet at least 50 percent of the project's total operational base energy requirements within the project's building envelope. The

City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-20 During operation, all project applicants or successors in interest shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are commercially available and economically feasible, as reasonably determined by the Lead Agency. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-21 During operation, the developments within the Specific Plan shall meet the latest CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-22 All project applicants or successors in interest shall identify a person to act as a community liaison concerning on-site construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact information of the community liaison for each project shall be provided to the Lead Agency and posted on the construction site prior to issuance of grading and/or construction permits. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-23 Developments within the Specific Plan shall provide drought tolerant low-water landscaping and trees throughout the site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers. The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

AQ-24 Prior to the issuance of building permits, all project applicants or successors in interest shall provide documentation to the City of Lancaster demonstrating that the project is designed to achieve energy efficient buildings exceeding Title 24 standards with the following design criteria:

- Building envelops insulation of conditioned space within all commercial and industrial buildings shall be R30 or greater for attics/roofs.
- All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance.
- Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts.

AQ-25 During operation, all water fixtures shall be water efficient (toilets/urinals [1.28/0.125 gallons per flush or less], showerheads [1.8 gallons per minute or less], and faucets [1.8 gallons per minute or less]). The City of Lancaster Community Development Department shall determine compliance with this mitigation measure.

Level of Significance: Impacts would be significant and unavoidable.

LOCALIZED EMISSIONS

AQ-3 DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN LOCALIZED EMISSIONS IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

Impact Analysis:

ANNEXATION ANALYSIS

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The MDAB is designated as an attainment/maintenance area for the federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated manmade CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[11] CO emissions have continued to decline since this time. The MDAB was re-designated as attainment and is no longer addressed in the AVAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

Localized concentrations of CO are typically associated with the idling of vehicles, particularly in highly congested areas. For this reason, the areas of primary concern are congested roadway intersections that experience high levels of vehicle traffic with degraded levels of service (LOS). Regarding potential increases in CO concentrations that could potentially exceed applicable ambient air quality standards, signalized intersections that are projected to operate at an unacceptable LOS E or F are of particular concern.

[11] United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed December 31, 2024.

A CO hotspot is defined as a localized concentration of carbon monoxide exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It should be noted that AVAQMD has not established its own guidelines for CO hotspots analysis. Since the AVAQMD guidelines are based on SCAQMD methodology, it is appropriate to apply the SCAQMD criteria when analyzing CO hotspots within the AVAQMD. Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (*1992 CO Plan*), peak carbon monoxide concentrations in the MDAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared.

The proposed annexation would not cause excessive CO concentration since the resulting traffic impact would be dispersed over multiple locations. This dispersion helps prevent high concentrations of traffic and associated pollutants in any single area. As shown in Table 5.13-1, the peak CO concentration at the Lancaster – Division Street monitoring station was 1.380 ppm in 2022, the latest year where data was available. Ambient CO levels are low near the annexation area and the addition of mobile trips generated would not increase ambient CO levels above 7.0 ppm. Additionally, the potential traffic volumes from the annexation area would not result in intensive congestion. Furthermore, future development within the annexation area would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis and these individual projects would be required to analyze CO emissions associated with construction and operations through project-specific CEQA analysis. Therefore, impacts would be less than significant in this regard.

Toxic Air Contaminants

As noted above, implementation of the annexation would not result in direct long-term operation of any stationary sources of TACs as no specific development is proposed. Further, future development within the annexation area would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis. Any individual projects that would meet the requirements listed in AVAQMD Rule 1401, *New Source Review for Toxic Air Contaminants,* would be required to analyze TACs emissions associated with operation of stationary sources through project-specific CEQA analysis.

However, construction of future projects within the annexation area may result in temporary increases in emissions of DPM associated with the use of off-road diesel equipment. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. As such, the calculation of cancer risk associated with exposure of to TACs are typically calculated based on a long-term (e.g., 70-year) period of exposure. Construction of future developments in the annexation area would implement Mitigation Measure AQ-1. Mitigation Measure AQ-1 would require future projects within the proposed annexation area to utilize construction equipment vehicles in proper condition and in tune per manufacturer's specifications to ensure ozone precursor emissions are reduced. The use of diesel-powered

construction equipment, however, would be temporary and episodic and would occur over a relatively large area. In addition, as future projects are proposed within the annexation area, the details of each individual project would be evaluated by the City on a case-by-case basis, and these individual projects would be required to analyze localized emissions associated with construction through project-specific CEQA analysis. For these reasons, exposure to construction-generated DPM would not be anticipated to exceed applicable thresholds (i.e., incremental increase in cancer risk of 10 in one million). As such, impacts from toxic air contaminants would be less than significant in this regard.

Valley Fever

Nearby sensitive receptors as well as workers could be exposed to Valley Fever from fugitive dust generated during construction of future projects within the annexation area. There is the potential that Coccidioides spores are stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby, to the potential of contracting Valley Fever. However, all future development within the annexation area would be required to comply with AVAQMD Rules 401 and 403 (Regulatory Requirement AQ-1) and implement Mitigation Measure AQ-26 that would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever. Mitigation Measure AQ-26 would also require the preparation of a Valley Fever Dust Management Plan for review and approval by the Los Angeles County Public Health. Measures included in the Valley Fever Dust Management Plan would ensure that construction workers would be trained on preventing the spread of Valley Fever, provided clean eating areas, prohibited from smoking, positioned upwind or crosswind when excavating, etc. As such, the risk of exposure to Valley Fever would be minimized to a less than significant level. Additionally, the implementation of Regulatory Requirement AQ-1 would minimize dust from potential future construction activity and would not expose nearby sensitive receptors to the Valley Fever fungus. Impacts would be less than significant in this regard.

SPECIFIC PLAN ANALYSIS

Carbon Monoxide Hotspots

A CO hotspot is defined as a localized concentration of carbon monoxide exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It should be noted that AVAQMD has not established its own guidelines for CO hotspots analysis. Since the AVAQMD guidelines are based on SCAQMD methodology, it is appropriate to apply the SCAQMD criteria when analyzing CO hotspots within the AVAQMD. Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the MDAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration,

known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

In 2003, the SCAQMD as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. As shown in Table 5.13-1, the background 1-hour and 8-hour concentrations are well below the applicable AAQS. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns. As such, the impacts would be less than significant.

Toxic Air Contaminants

According to the AVAQMD CEQA and Federal Conformity Guidelines, the following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated using significance threshold criteria number (4) (exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a HI [non-cancerous] greater than or equal to 1) regarding sensitive receptors and cancer risk:

- Any industrial project within 1,000 feet of sensitive receptor land use;
- A distribution center (40 or more trucks per day) within 1,000 feet;
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet;
- A dry cleaner using perchloroethylene within 500 feet; and
- A gasoline dispensing facility within 300 feet.

The discussion below analyzes the TAC impacts from construction and operation of the proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan. As previously discussed, due to the programmatic nature (i.e., lack of stationary source locations, constructions

schedule, construction equipment, etc.) of future development in Planning Areas 1, 3, and 5, construction- and operation-related impacts cannot be modeled. Nevertheless, the details of each individual project within Planning Areas 1, 3, and 5 would be evaluated by the City on a case-by-case basis, and these individual projects would be required to analyze localized TAC impacts associated with construction through project-specific CEQA analysis.

Construction Impacts

The land use with the greatest potential exposure to construction DPM source emissions of the proposed developments is Receptor R5 which is located approximately 1,019 feet east of the Planning Area 2 at Mitchell's Avenue E RV Park (conservatively modeled as a residential receptor) located at 721 West Avenue East. R5 is measured from the private outdoor living area (backyard) facing the Planning Area 2. Without Mitigation Measure AQ-2, the maximum incremental cancer risk attributable to construction DPM source emissions of the proposed developments is estimated at 0.99 in one million at the maximally exposed individual receptor (MEIR), which is less than the AVAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0.

With implementation of Mitigation Measure AQ-2, the land use with the greatest potential exposure to construction DPM source emissions of the proposed developments is at Receptor R5 (MEIR). Mitigation Measure AQ-2 requires the diesel-fueled off-road equipment to comply with EPA/CARB Tier 4 standards and be well-maintained. At the MEIR, with mitigation the maximum incremental cancer risk is estimated at 0.48 in one million, which is less than the AVAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. As such, proposed development within Planning Areas 2, 4, 6 (east), 7, and 8 would not cause a significant human health or cancer risk to adjacent land uses as a result of project construction activity. Although it is not the nearest receptor to Planning Areas 2, 4, 6 (east), 7, and 8, Receptor R5 would experience the highest concentrations of TACs as a result of the proposed developments construction activity due to meteorological conditions (wind speed and direction) in the vicinity of Planning Areas 2, 4, 6 (east), 7, and 8. As such, all other residential receptors in the vicinity of Planning Areas 2, 4, 6 (east), 7, and 8 would be exposed to less emissions and therefore less risk than MEIR identified herein. As such, impacts would be less than significant in this regard.

Operational Impacts

Residential Exposure Scenario: The residential land use with the greatest potential exposure to DPM source emissions of the proposed developments is Receptor R5, which is located approximately 1,019 feet east of the Planning Area 2 at Mitchell's Avenue East RV Park located at 721 West Avenue E. This location was conservatively modeled as a potential residential receptor. R5 is placed in the private outdoor living areas (backyard) facing the Planning Area 2. At the MEIR (Receptor R5), the maximum incremental cancer risk attributable to DPM source emissions of the proposed developments is estimated at 2.42 in one million, which is less than the AVAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0. Although it is not the

nearest receptor to Planning Areas 2, 4, 6 (east), 7, and 8, Receptor R5 would experience the highest concentrations of TACs as a result of operational activity due to meteorological conditions (wind speed and direction) in the vicinity of Planning Areas 2, 4, 6 (east), 7, and 8. As such, all other residential receptors in the vicinity of Planning Areas 2, 4, 6 (east), 7, and 8 would be exposed to less emissions and therefore less risk than MEIR identified herein. As such, impacts would be less than significant in this regard.

Worker Exposure Scenario: The worker receptor land use with the greatest potential exposure to DPM source emissions of the proposed developments is Receptor R7, which represents the adjacent potential worker receptor approximately 116 feet southeast of Planning Area 2. At the maximally exposed individual worker (MEIW; Receptor R7), the maximum incremental cancer risk impact is 0.59 in one million which is less than the AVAQMD threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0. As such, the proposed developments within Planning Areas 2, 4, 6 (east), 7, and 8 would not cause a significant human health or cancer risk to adjacent land uses as a result of the proposed developments operational activity. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the proposed developments would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the proposed developments would not cause a significant human health or cancer risk to adjacent workers. Therefore, impacts would be less than significant in this regard.

School Child Exposure Scenario: Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than the 1,000-foot radius, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above. There are no schools within 0.25-mile of the site of proposed developments. The nearest school is the Mariposa Computer Science Magnet School, which is located approximately 9,300 feet south of the site of proposed developments. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than 0.25-mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of Planning Areas 2, 4, 6 (east), 7, and 8.

Construction and Operational Impacts

The land use with the greatest potential exposure to construction and operational DPM source emissions of the proposed developments within Planning Areas 2, 4, 6 (east), 7, and 8 is Receptor R5. At the MEIR (Receptor R5), without Mitigation Measure AQ-2, the maximum incremental cancer risk attributable to construction and operational DPM source emissions of the proposed developments is estimated at 1.95 in one million, which is less than the AVAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0.

With implementation of Mitigation Measure AQ-2, the land use with the greatest potential exposure to construction and operational DPM source emissions of the proposed developments is Receptor R5. At the MEIR (Receptor R5), with mitigation the maximum incremental cancer risk is estimated at 1.44 in one million, which is less than the AVAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. As such, the proposed developments within Planning Areas 2, 4, 6 (east), 7, and 8 would not cause a significant human health or cancer risk to adjacent land uses as a result of construction and operational activity. It should be noted that the combined construction and operational risk is lower than the operational risk alone as this scenario evaluates the risk for a child that is born at the start of construction, exposed to construction-related emissions for the 5.72-year duration of construction activities, and is then exposed to the proposed developments operational emissions for an additional 24.28 years for a total exposure duration of 30 years. Because risk estimates for construction are relatively low, and exposure that occurs during the earlier years of life is more heavily weighted, the combined construction and operational risk is lower than the calculated 30-year operational only risk. All other receptors during construction and operational activity would experience less risk than what is identified for this location. As such, impacts would be less than significant in this regard.

Table 5.13-12, *Summary of Construction, Operational, and Combined Cancer Risk* presents the estimated construction, operational, and combined risk for all receptors.

Table 5.13-12
Summary of Construction, Operational, and Combined Cancer Risk

Receptor	Cancer Risk (risk per million)				
	Construction		Operation	Combined	
	Without Mitigation	With Mitigation		Without Mitigation	With Mitigation
R1 (Residence)	0.70	0.14	2.20	1.58	1.01
R2 (Residence)	0.09	0.04	0.15	0.14	0.10
R3 (Residence)	0.09	0.03	0.19	0.16	0.10
R4 (Residence)	0.79	0.32	0.80	1.11	0.64
R5 (Residence)	0.99	0.48	2.42	1.95	1.44
R6 (Residence)	0.10	0.03	0.32	0.23	0.16
R7 (Worker)	0.09	0.02	0.59	0.55	0.61

Source: Refer to Appendix 11.10.

Valley Fever

Any nearby sensitive receptors as well as construction workers could be exposed to Valley Fever from fugitive dust generated during development activities within the Specific Plan area. There is the potential that Coccidioides spores are stirred up during any earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby, to the potential of contracting Valley Fever. However, all development within the Specific Plan area would be required to comply with AVAQMD Rules 401 and 403 (Regulatory Requirement AQ-1) during construction

and implement Mitigation Measure AQ-26 that would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever. Mitigation Measure AQ-26 would also require the preparation of a Valley Fever Dust Management Plan for review and approval by the Los Angeles County Public Health. Measures included in the Valley Fever Dust Management Plan would ensure that construction workers would be trained on preventing the spread of Valley Fever, provided clean eating areas, prohibited from smoking, positioned upwind or crosswind when excavating, etc. With compliance with AVAQMD Rules and implementation of Mitigation Measure AQ-26, dust from construction activity of future development associated with the Specific Plan would be limited and would not expose nearby sensitive receptors to the Valley Fever fungus. Impacts would be less than significant.

Regulatory Requirements:

ANNEXATION AREA

Refer to Regulatory Requirement AQ-1.

SPECIFIC PLAN AREA

Refer to Regulatory Requirement AQ-1.

Mitigation Measures:

ANNEXATION AREA

Refer to Mitigation Measures AQ-1 and AQ-2, and:

AQ-26 Prior to any ground disturbance activities associated with construction of future light industrial projects developed in accordance with the annexation, the project operator shall provide evidence to the Director of Community Development that the project operator and/or construction manager has developed a "Valley Fever Training Handout" training and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s), and schedule shall be submitted to the Director of Community Development within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Director of Community Development regarding the "Valley Fever Training Handout" and session(s) shall include the following:

- A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
- Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.

- Training on methods that may help prevent Valley Fever infection.

- A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the Director of Community Development. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

The project operator also shall consult with the Los Angeles County Public Health to develop a Valley Fever Dust Management Plan (Plan) that addresses the potential presence of the Coccidioides spore and mitigates for the potential for Coccidioidomycosis (Valley Fever). Prior to issuance of permits, the project operator shall submit the Plan to the Los Angeles County Public Health for review and approval. The Plan shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential Coccidioides spores. Measures in the Plan shall include the following:

- Provide High Efficiency Particulate (HEP)-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Require contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs (e.g., turning on the air conditioning prior to using the equipment).

- Provide communication methods, such as two-way radios, for use in enclosed cabs.

- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.

- Require employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).

- Provide separate, clean eating areas with hand-washing facilities.

- Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.

- Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.

- Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.

- Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the site of proposed developments and include the following information on Valley Fever: what are the potential sources/causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Director of Community Development. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius as determined by the Community Development Director. The radius shall not exceed three miles and is dependent upon location of the project site.

- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.

- Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas shall be equipped with handwashing facilities.

- Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.

- Audit and enforce compliance with relevant Cal/OSHA health and safety standards on the job site.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-1 through AQ-26.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

CONSISTENCY WITH REGIONAL PLANS

AQ-4 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Impact Analysis: A potentially significant impact to air quality would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. Therefore, it is necessary

to assess the project's consistency with the 2023 Attainment Plan as well as the General Plan growth forecasts. The purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus, if it would interfere with the region's ability to comply with federal and State air quality standards. It is important to note that even if a project is found consistent it could still have a significant impact on air quality under CEQA. Consistency with plans means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality standards.

The AVAQMD CEQA and Federal Conformity Guidelines notes the following with respect to conformity impacts:

> *According to AVAQMD CEQA and Federal Conformity Guidelines a project is consistent with applicable air quality plans if it complies with all applicable AVAQMD rules and regulations, complies with all proposed control measures that are not adopted from applicable plans, and is consistent with the growth forecasts in the applicable plan(s). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast.*

ANNEXATION ANALYSIS

All future development within the annexation area would be required to undergo review on a case-by-case basis. As such, future development projects would be required to analyze project-specific impacts to the City's existing population and housing and consistency with the City's growth forecasts. Furthermore, future development projects would be required to comply with all applicable AVAQMD rules and regulations as well as other control measures to reduce construction emissions; refer to Mitigation Measure AQ-1. Furthermore, implementation of Mitigation Measure AQ-26 within the annexation area would reduce the impacts of Valley Fever. The annexation area is currently located in unincorporated Los Angeles County. According to the Los Angeles County Department of Regional Planning GIS-NET Public, the site is designated: Rural Land 10 (RL10), Rural Land 20 (RL20), Rural Land 2 (RL2), Public and Semi-Public (P), Residential 5 (H5), Mixed-Use – Rural (M-UR), and Light Industrial (IL). Additionally, the site is zoned Heavy Agricultural (A-2-2), Residential Agricultural (R-A), Light Manufacturing (M-1), and Rural Mixed Use Development (MXD-RU).

According to the City of Lancaster General Plan Land Use Map, the annexation area is in the City's Sphere of Influence (SOI) and is designated Non-Urban Residential (NU), Heavy Industrial (HI), Specific Plan (SP), and Multi-Residential (MR-1). The City does not currently identify any zoning for the area as it is outside of the City's jurisdiction.

The City of Lancaster is proposing a General Plan Amendment to reflect annexation of the annexation area and application of the proposed land use designations, including non-urban residential, mixed use, industrial, public uses, multiple family residential, and specific plan. Because a General Plan Amendment is proposed, the project would therefore not conform to local land use plans. As such, a significant and unavoidable impact would occur.

SPECIFIC PLAN ANALYSIS

Compliance With Applicable District Rules And Regulations

The development associated with the Specific Plan would be required to comply with all AVAQMD rules and regulations to improve air quality as prescribed in Regulatory Requirement AQ-1. Specifically, adherence with AVAQMD Rule 401 would minimize visible emissions into the atmosphere; adherence with AVAQMD Rule 402 would minimize any discharge of contaminants that could be detrimental or would cause a nuisance; adherence with AVAQMD Rule 403 would reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions; adherence with AVAQMD Rule 1113 would limit the quantity of VOC in architectural coatings; and adherence with AVAQMD Rule 1120 would minimize odor impacts from ROG emissions during asphalt paving activities. It should be noted that developments within the Specific Plan area would implement Mitigation Measure AQ-8 which requires a more stringent limit of VOC contents than AVAQMD Rule 1113. Implementation of Mitigation Measure AQ-8 would reduce a development's VOC emissions during architectural coating applications.

As analyzed above, construction emissions associated with development of Planning Areas 2, 4, 6 (east), 7, and 8 would exceed the applicable AVAQMD regional thresholds for PM_{10}. Additionally, for operational-source emissions, buildout of Planning Areas 2, 4, 6 (east), 7, and 8 in 2031 would exceed the numerical thresholds of significance established by the AVAQMD for emissions of VOCs, NO_X, CO, PM_{10}, and $PM_{2.5}$ during the summer season and for emissions of VOCs, NO_X, PM_{10}, and $PM_{2.5}$ during the winter season. With buildout of the Specific Plan and annexation area in 2040, the project would exceed the numerical thresholds of significance for emissions of VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ during both the summer and winter seasons. As such, the Specific Plan implementation would have the potential to delay the timely attainment of air quality standards or AVAQMD 70 ppb Plan emission reductions goals. A significant and unavoidable impact would occur in this regard.

Consistency With Land Use Plans And Growth Forecasts

As detailed above, future development within Specific Plan would not conform to existing land use plans as stated previously, and a General Plan Amendment would be required. Future development in accordance with the Specific Plan would be required to comply with all applicable AVAQMD Rules and Regulations but would exceed the applicable regional thresholds. The development within Specific Plan would implement the air quality mitigation measures identified to reduce emissions during construction and operation; refer to Mitigation Measures AQ-1 through AQ-26, acting to generally reduce the construction-source and operational-source air pollutant emissions. Additionally, incorporation of contemporary energy-efficient technologies and operational programs, and compliance with AVAQMD emissions reductions and control requirements act to reduce air pollutant emissions generally. In conclusion, the determination of the Specific Plan's consistency with the AVAQMD 70 ppb Plan is primarily concerned with the long-term influence of a project on MDAB air quality. The Specific Plan implementation would result in long-term impacts on the region's ability to meet State and federal air quality standards. In conclusion, Specific Plan implementation would

have the potential to conflict with the goals and policies of the AVAQMD 70 ppb Plan, and a significant and unavoidable impact would occur in this regard.

Regulatory Requirements:

ANNEXATION AREA

Refer to Regulatory Requirement AQ-1.

SPECIFIC PLAN AREA

Refer to Regulatory Requirement AQ-1.

Mitigation Measures:

ANNEXATION AREA

Refer to Mitigation Measures AQ-1 and AQ-26.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-1 through AQ-26.

Level of Significance: Impacts would be significant and unavoidable.

OBJECTIONABLE ODORS

AQ-5 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

Impact Analysis:

ANNEXATION ANALYSIS

According to the AVAQMD CEQA and Federal Conformity Guidelines, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Although implementation of the proposed annexation would not include future development identified by the AVAQMD as being associated with odors, minor odors could be generated from trucks idling exhaust and waste receptacles.

The project does not propose any demolition or development. Individual development projects within the annexation area would occur incrementally over time, based largely on economic considerations, market demand, and other planning considerations. Each future project would be evaluated by the City on a case-by-case basis.

Construction activities associated with future developments may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be analyzed on a case-by-case basis. In addition, future development within the annexation area would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Development within the annexation area would also be required to comply with the AVAQMD Regulation XI, *Rule 1120 – Asphalt Pavement Heaters*, which would minimize odor impacts from ROG emissions during asphalt paving activities. Thus, odors associated with construction activities within the annexation area would be less than significant.

Potential operational odors could be generated from trucks idling exhaust within the annexation area. These odors would be similar to existing industrial uses throughout the City and would be confined to the immediate vicinity of the new buildings. Industrial uses with potential odor are also typically required to comply with the regulations to minimize the adverse odor impacts. The other potential source of odors would be new waste receptacles located near adjacent properties. The receptacles would be stored in areas and in containers, as required by City (Municipal Code Chapter 13.17, *Requirements for the Collection and Recycling of Recyclable Materials and Collection and Organics Processing of Organic Material Generated from Commercial Facilities, Multi-Family Dwellings, and Specific Events*) and Los Angeles County Health Department regulations, and be emptied on a regular or weekly basis, before potentially substantial odors have developed. The phasing and exact details of each project would be evaluated by the City on a case-by-case basis and each project would be required to analyze potential operational odor impacts. As such, buildout of the annexation area would have a less than significant operational odor impact.

SPECIFIC PLAN ANALYSIS

Future development within the Specific Plan does not propose or require land uses that would use substantive sources of objectionable odors. Potential temporary and intermittent odors may result from construction equipment exhaust and application of asphalt and architectural coatings. Temporary and intermittent construction-source emissions are controlled through existing requirements and industry Best Management Practices (BMPs) addressing proper storage of and application construction materials. Further, the future development within the Specific Plan would be required to minimize VOC emissions during architectural coating as required by Mitigation Measure AQ-7. Potential operational airborne odors could be created by light/heavy industrial uses within the Specific Plan, such as trucks idling exhaust. However, these odors would be similar to existing industrial uses throughout the City and would be confined to the immediate vicinity of the new buildings. Industrial uses within the Specific Plan area would be required to comply with Mitigation Measures AQ-12, AQ-15, and AQ-16, which reduce exhaust emissions and mitigate substantial adverse odor impacts from trucks idling. Over the life of future development within the Specific Plan, odors may result from storage of municipal solid waste pending its transport to area landfills. Refuse generated by future development within the Specific Plan would be stored in covered containers and removed at regular intervals in compliance with the City of Lancaster's solid waste regulations. The development associated with the Specific Plan would also be required to comply with AVAQMD Rule 402. Rule 402 provides that "[a] person shall not discharge from any source whatsoever such quantities

of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Based on the preceding, the potential for future development within the Specific Plan to create objectionable odors affecting a substantial number of people is considered less-than-significant. As such, a less than significant impact would occur in this regard.

Mitigation Measures:

ANNEXATION AREA

No mitigation measures are required.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-7, AQ-12, AQ-15, and AQ-16.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.13.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects; refer to Table 4-2, *Cumulative Projects List.*

According to the AVAQMD CEQA and Federal Conformity Guidelines, any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. If a project impact is individually less than significant, the impacts of the surrounding past, present and future projects must be taken into account. The AVAQMD relies on SCAQMD guidelines to determine cumulative impacts, which states that the thresholds of significance for cumulative impacts are the same as those for the project-related impacts. projects that exceed the project-specific significance thresholds are considered by the AVAQMD to be cumulatively considerable. The following discussions are included by topic area to determine whether a significant cumulative effect would occur.

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

- **SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, COULD RESULT IN INCREASED AIR POLLUTANT EMISSION IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO INCREASED POLLUTANT CONCENTRATIONS.**

Impact Analysis:

ANNEXATION ANALYSIS

The AVAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The AVAQMD significance thresholds for construction are intended to meet the objectives of the AQMP to ensure the NAAQS and CAAQS are not exceeded. As the City has no control over the timing or sequencing of cumulative development in Lancaster, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. In addition, construction-related criteria pollutant emissions are temporary in nature and cease following project completion.

Per AVAQMD rules and mandates and Regulatory Requirement AQ-1, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on the construction of future development within the proposed annexation and the City of Lancaster. Based on the discretion of the lead agency, construction-related emissions associated with future development projects within the City and surrounding area would be required to conduct project-specific CEQA analysis and comply with the applicable AVAQMD rules and regulations, as well as Mitigation Measures AQ-1. Therefore, implementation of the proposed annexation would not result in cumulatively considerable impacts regarding construction air quality emissions.

SPECIFIC PLAN ANALYSIS

The AVAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The AVAQMD significance thresholds for construction are intended to meet the objectives of the applicable plan (i.e., AQAVQMD 70 ppb Plan) to ensure the NAAQS and CAAQS are not exceeded. As the City has no control over the timing or sequencing of cumulative projects in the Specific Plan vicinity, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. Future cumulative projects would also be required to analyze construction emission impacts on a project-level under CEQA and implement mitigation as needed. Future development projects would be required to comply with all applicable AVAQMD rules and regulations (Regulatory Requirement AQ-1) as well as other control measures to reduce construction emissions. With implementation of Mitigation Measures AQ-2 through AQ-7, construction-source emissions would still exceed AVAQMD significance thresholds. As such, per AVAQMD protocols, construction-source emissions would be considered cumulatively significant and unavoidable.

Regulatory Requirements:

ANNEXATION AREA

Refer to Regulatory Requirement AQ-1.

SPECIFIC PLAN AREA

Refer to Regulatory Requirement AQ-1.

Mitigation Measures:

ANNEXATION AREA

Refer to Mitigation Measure AQ-1.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-2 through AQ-7.

Level of Significance: Impacts would be significant and unavoidable.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.**

Impact Analysis:

ANNEXATION ANALYSIS

As discussed above, implementation of the proposed annexation would not result in direct generation of operational emissions as no specific development is being proposed. As such, there would be no impact with regards to operational emissions. Future development within the annexation area would be analyzed at a detailed level and be reviewed by the City to ensure that development occurs in a logical manner consistent with the project, General Plan, Municipal Code, and that additional environmental review is conducted under CEQA, as needed. Future project-specific environmental review under CEQA would be conducted pursuant to City guidelines. Additionally, adherence to AVAQMD rules and regulations (Regulatory Requirement AQ-1) would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Furthermore, emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed annexation would have the potential to contribute to a cumulatively considerable net increase of any nonattainment criteria pollutant. As such, the impacts would significant and avoidable in this regard.

SPECIFIC PLAN ANALYSIS

The AVAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative operational air quality impacts. The AVAQMD's approach for assessing cumulative impacts is based on the AVAQMD 70 ppb Plan forecasts of attainment of NAAQS in accordance with the requirements of the federal and State CAAs. This forecast also considers SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts

focuses on determining whether the project is consistent with the growth assumptions upon which the AVAQMD 70 ppb Plan is based. If the project is consistent with the growth assumptions, then the future development would not impede the attainment of NAAQS, and a significant cumulative air quality impact would not occur. Future development projects would be required to comply with all applicable AVAQMD rules and regulations (Regulatory Requirement AQ-1) as well as other control measures to reduce emissions. Per substantiated discussion above, operational-source VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions impacts associated with buildout of the Specific Plan would be significant and unavoidable. As such, per AVAQMD protocols, operational-source VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions impacts would also be cumulatively significant even with implementation of Mitigation Measures AQ-8 through AQ-25.

Mitigation Measures:

ANNEXATION AREA

No feasible mitigation measures are applicable.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-8 through AQ-25.

Level of Significance: Impacts would be significant and unavoidable.

LOCALIZED EMISSIONS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE LOCALIZED EMISSIONS IMPACTS.**

Impact Analysis:

ANNEXATION ANALYSIS

Cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations such as CO hotspots, TACs, and Valley Fever. As described above, implementation of the proposed annexation does not include any specific development that would result in the direct generation of localized operational emissions including mobile sources leading to CO hotspots, TACs, and Valley Fever. Individual development projects within the annexation would occur incrementally over time. The details of potential future projects would be evaluated by the City on a case-by-case basis, and these individual projects would be required to analyze localized emissions associated with operations through project-specific CEQA analysis. Furthermore, future development within the annexation area would be required to implement Mitigation Measure AQ-1, and AQ-24 to reduce the impact of localized emissions during construction. Therefore, the project's contribution would not be cumulatively considerable as the project would not directly result in the generation of vehicular trips that could contribute to CO concentrations. Cumulative impact would be less than significant.

SPECIFIC PLAN ANALYSIS

Due to the extent of the area potentially impacted from cumulative project emissions (i.e., the MDAB), AVAQMD considers a project cumulatively significant when project-related emissions exceed the AVAQMD thresholds. As stated above, ambient CO concentrations are substantially below National and State standards, as the highest hourly recorded CO value at the Lancaster Monitoring Stations between 2021 and 2023 was 1.416 ppm, which is well below the 35-ppm 1-hour CO federal Standard; refer to Table 5.13-1. Further, as discussed under Impact Statement AQ-3, future development within the Specific Plan would not have a cumulatively considerable impact regarding CO hot spot, TACs, and Valley Fever. Furthermore, future development within the Specific Plan would be required to implement Mitigation Measure AQ-2 through AQ-26 to reduce the impact of localized emission during construction and construction. Therefore, the Specific Plan's buildout contribution would not be cumulatively considerable, and cumulative impacts would be less than significant**.**

Regulatory Requirements:

ANNEXATION AREA

Refer to Regulatory Requirement RR AQ-1.

SPECIFIC PLAN AREA

Refer to Regulatory Requirement RR AQ-1.

Mitigation Measures:

ANNEXATION AREA

Refer to Mitigation Measures AQ-1, AQ-2, and AQ-26.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-1 through AQ-26.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

CONSISTENCY WITH REGIONAL PLANS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE INCONSISTENCIES WITH THE APPLICABLE AIR QUALITY PLAN.**

Impact Analysis:

ANNEXATION ANALYSIS

As noted above, the AVAQMD considers any project with a significant project-level air quality impact to also have a significant cumulative air quality impact. As discussed above, a General Plan Amendment is proposed as the project would not conform to local land uses plans. Even all future development within the project area would be required to comply with applicable General Plan policies and development standards implemented by the proposed project. Future project-specific environmental review under CEQA would be conducted pursuant to City guidelines and Mitigation Measures AQ-1, and AQ-26 would be required. Impacts were determined to be significant and unavoidable with regard to consistency with regional air quality plans. Therefore, the proposed annexation area would have a cumulatively considerable impact in this regard. Cumulative impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Future related projects would be required to analyze project-level consistency with applicable air quality plans, including the AVAQMD 70 ppb Plan. The construction emissions, even with implementation of Mitigation Measures AQ-1 through AQ-7 and AQ-26 would exceed the AVAQMD's thresholds. Furthermore, operational emissions of the Specific Plan, even with implementation of Mitigation Measures AQ-8 through AQ-25, would exceed the AVAQMD's operational thresholds. As the Specific Plan would amend the General Plan land use designation of the annexation area and result in VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions exceedances, which would cause significant and unavoidable impacts, the Specific Plan is determined to be inconsistent with the AVAQMD 70 ppb Plan. The Specific Plan would have the potential to result in NAAQS and CAAQS violations and thus, cumulative impacts would be significant and unavoidable.

Regulatory Requirements:

ANNEXATION AREA

Refer to Regulatory Requirement RR AQ-1.

SPECIFIC PLAN AREA

Refer to Regulatory Requirement RR AQ-1.

Mitigation Measures:

ANNEXATION

Refer to Mitigation Measures AQ-1 and AQ-26.

SPECIFIC PLAN

Refer to Mitigation Measures AQ-1 through AQ-26.

Level of Significance: Impacts would be significant and unavoidable.

OBJECTIONABLE ODORS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE ODOR IMPACTS.**

Impact Analysis:

ANNEXATION ANALYSIS

Odors resulting from the construction activities associated with implementation of the projects that would occur within the City are not likely to affect a substantial number of people, since construction activities occur in a limited area and do not usually emit odors that are considered offensive. Furthermore, individual development projects within the annexation area would occur in incrementally over time and each future project would be evaluated by the City on a case-by-case basis. The individual developments would be required to analyze odors and mitigate any potential odor impacts. Thus, implementation of the proposed annexation would not cumulatively result in significant or highly objectionable odor.

SPECIFIC PLAN ANALYSIS

Odors resulting from the construction activities associated with implementation of other cumulative projects in the area are not likely to affect a substantial number of people, since construction activities occur in a limited area and do not usually emit odors that are considered offensive. According to the AVAQMD CEQA and Federal Conformity Guidelines, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As discussed under Impact Statement AQ-5, future development within Specific Plan does not include any uses identified by the AVAQMD as being associated with odors. Further, future development within Specific Plan would be required to minimize the VOC emissions during architectural coating as required by Mitigation Measure AQ-7. As such, the Specific Plan's incremental contribution to impacts in this regard would be less than cumulatively considerable, and a less than significant impact would occur.

Mitigation Measures:

ANNEXATION AREA

No mitigation measures are required for the annexation.

SPECIFIC PLAN AREA

Refer to Mitigation Measure AQ-7.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would result in significant and unavoidable air quality impacts despite implementation of mitigation measures. Specifically, the project would exceed the AVAQMD established construction and operational thresholds on both a project-level and cumulative basis. Due to the exceedance of these emissions, the project also has the potential to result in CAAQS and NAAQS violations that would conflict with applicable air quality plans on a project-level and cumulative basis.

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5.14 GREENHOUSE GAS EMISSIONS

This section evaluates greenhouse gas (GHG) emissions impacts associated with the proposed project and analyzes project compliance with applicable regulations. Consideration of the project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. This section is primarily based on the following technical study (refer to Appendix 11.11, *Greenhouse Gas Analysis*):

- *Antelope Valley Commerce Center Greenhouse Gas Analysis, City of Lancaster* (GHG Analysis) prepared by Urban Crossroads, dated May 1, 2025.

5.14.1 EXISTING SETTING

The City lies within the Mojave Desert Air Basin (MDAB). The MDAB includes the desert portion of Los Angeles and San Bernardino Counties, the eastern desert portion of Kern County, and the northeastern desert portion of Riverside County.

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the *California Environmental Quality Act Guidelines* [Section 15064(d)] (*CEQA Guidelines*), which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and manmade drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 70 percent between 1970 and 2004. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[1] The greenhouse effect traps heat in the troposphere through a threefold process as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

[1] The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

The most abundant GHGs are water vapor (H_2O) and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:[2]

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.

- Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Overall CO_2 emissions have decreased by 1.5 percent since 1990 and increased by 0.7 percent since 2021, consistent with trends in fuel combustion emissions.[3] Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

- Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 27.9.

- Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 273.

- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 4.84 for HFC-161 to 14,600 for HFC-23.

- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing.

[2] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) and Fifth Assessment Report (AR5), with the addition of GWPs from the IPCC's Sixth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4 and AR5.

[3] United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2022, 2024*, https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf, accessed January 6, 2025.

PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,380 to 12,400.

- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 25,200. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion in 1990 versus 365 parts per million, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 56.4 for HCFC-122 to 2,300 for HCFC-142b.

- 1,1,1 trichloroethane ($C_2H_3Cl_3$). 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 161 times that of CO_2.

- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (U.S. EPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 3,550 for CFC-112a to 16,200 for CFC-13.

5.14.2 REGULATORY SETTING

FEDERAL LEVEL

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. However, various efforts have been promulgated at the Federal level to improve fuel economy and energy efficiency to address climate change and its associated effects as described below.

Energy Independence and Security Act Of 2007

The Energy Independence and Security Act of 2007, among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. EPA authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the U.S. EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012 through 2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated Federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide

basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021, and NHTSA intends to set standards for model years 2022 through 2025 in a future rulemaking. On January 12, 2017, the U.S. EPA finalized its decision to maintain the current GHG emissions standards for model years 2022 through 2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In March 2021, The U.S. EPA and NHTSA adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Vehicles Rule sets tough but feasible fuel economy and CO_2 standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. These standards apply to both passenger cars and light trucks and will continue the nation's progress toward energy independence and CO_2 reduction, while recognizing the realities of the marketplace and consumers' interest in buying vehicles that meet all of their diverse needs.

On March 20, 2024, the U.S. EPA announced a final rule, Multi-Pollutant Emissions Standards for 2027 and Later Light-Duty and Medium-Duty Vehicles, that sets new, more protective standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. On March 29, 2024, the U.S. EPA announced a final rule, "Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3," that sets stronger standards to reduce greenhouse gas emissions from heavy-duty (HD) vehicles beginning in 2027.

Presidential Executive Order 13783

Presidential Executive Order 13783, *Promoting Energy Independence and Economic Growth* (March 28, 2017), orders all Federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, N_2O, and CH_4.

STATE LEVEL

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate

change are not yet fully understood, global climate change is under way, and there is real potential for severe adverse environmental, social, and economic effects in the long term.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of the 2017 Scoping Plan Update identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating Statewide emissions and targets, the 2017 Scoping Plan Update assumed the LCFS be extended to an 18-percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Assembly Bill 1493

Assembly Bill (AB) 1493 (Pavley Regulations and Fuel Efficiency Standards), enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the U.S. EPA's denial of an implementation waiver. The U.S. EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 32

Signed into law on September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 100

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board, and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every 4 years thereafter, that includes specified information relating to the implementation of the policy.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California would implement to reduce the projected 2020 "Business-as-Usual" (BAU) emissions to 1990 levels, as required by AB 32. These strategies are intended to reduce CO_2e emissions by 174 million metric tons. This reduction of 42 million metric tons carbon dioxide equivalent ($MTCO_2e$), or almost ten percent from 2002 to 2004 average emissions, would be required despite the population and economic growth forecasted through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. When CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan were intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looked beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term Statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use.

On January 20, 2017, CARB released the Second Update to the Scoping Plan, which identified the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017, and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update established a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identified the strategies for achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under

2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

Attorney General's Best Practices

In September 2022, the California Attorney General prepared a publication entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*. The proposed project's consistency with these Best Practices is addressed in Table 5.1-3, Section 5.1, Land Use and Planning.

REGIONAL LEVEL

Southern California Association of Governments

On September 3, 2020, the Regional Council of SCAG formally adopted the Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center-focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

The most recent 2024-2050 RTP/SCS (Connect SoCal 2024) was adopted by SCAG's Regional Council in April 2024. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with Connect SoCal 2024 when seeking resources from State or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.

LOCAL LEVEL

City of Lancaster Climate Action Plan

The City of Lancaster adopted the *City of Lancaster Climate Action Plan* (CAP) in March 2017. The CAP documents the City's GHG emissions inventories and the progress the City has made through its alternative energy and sustainability programs. The CAP also identifies projects that would enhance the City's ability to further reduce GHG emissions. A focused working group made up of City staff worked to develop projects which would enhance the community, improve government operations, and ultimately reduce GHG emissions. A total of 61 projects across eight sectors were identified: traffic, energy, municipal operations, water, waste, built environment, community, and land use. Additionally, the CAP evaluates four different future scenarios, and the proposed measures were quantified for each scenario based upon the project descriptions, action items, and indicators. These scenarios assume that Lancaster Energy (LE) has varying amounts of alternative energy in their portfolio by 2050, which result in different amounts of GHG reductions. Under all scenarios, the City meets the 2020 target by a wide margin and makes substantial progress towards achieving the post-2020 reduction targets.

5.14.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Amendments to *CEQA Guidelines* Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a quantified or performance-based threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7(c)).

The California Natural Resources Agency (CNRA) has also clarified that the *CEQA Guidelines* amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see *CEQA Guidelines* Section 15064(h)(3)).[4] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan

[4] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, December 2009, pp. 11-13, 14, 16; Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed January 6, 2025.

or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[5]

CONSISTENCY WITH PLANS

The project's GHG impacts were evaluated by assessing the project's consistency with applicable local, regional, and Statewide GHG reduction plans and strategies. On a regional level, the City of Lancaster adopted a CAP in March 2017. The CAP outlines how the City would meet the State GHG reduction targets for 2020 and make substantial progress towards achieving the post-2020 targets. Thus, if the project complies with these plans, policies, regulations, and requirements, the project will result in a less than significant impact because it would be consistent with the overarching State and regional plans for GHG reduction. A consistency analysis is provided below and describes the project's compliance with performance-based standards included in the regulations outlined in the applicable portions of the 2022 Scoping Plan and CAP.

QUANTIFICATION OF EMISSIONS

Appendix 11.11 provides detailed methodology and modeling assumptions for the project. The CAPCOA in conjunction with other California air districts, including AVAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this analysis has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine GHG emissions. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water, refrigerants, stationary sources, on-site cargo equipment, and Transportation Refrigeration Units (TRUs).

Construction emissions are quantified for proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan area. Due to the programmatic nature of future development in Planning Areas 1, 3, and 5, as well as the annexation area, exact construction emissions generated by future development in these areas is currently unknown. All future new development projects capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as site specific information becomes available. Further, these future new development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions

Operational emissions are quantified for proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8 in 2031. It should be noted that the western half of Planning Area 6 was recently entitled, and its environmental impacts were analyzed in a previously approved CEQA document. While specific information for buildout of the annexation area and Planning Areas 1, 3, and 5 are unknown, the following evaluation assumes a potential buildout year of 2040 for these areas.

[5] 14 CCR Section 15064(h)(3).

CONSTRUCTION EMISSIONS

Project construction activities would generate CO_2 and CH_4 emissions. Construction sources of GHG emissions includes GHG emissions from construction equipment operation on-site and construction worker vehicle trips to and from the project site, and from construction material deliveries to and from the project site. Construction input data for CalEEMod include, but are not limited to, (1) the anticipated start and finish dates of construction activity; (2) inventories of construction equipment to be used; and (3) trips associated with construction activities (i.e., hauling, vendor, and worker trips). Construction GHG emissions were quantified by estimating the types and quantity of equipment that would be used on-site during each construction phase, as provided by the model defaults. CalEEMod also includes off-site GHG emissions from worker, vendor, and hauling truck trips. As discussed in the Section 5.13, *Air Quality*, construction-related emissions are expected from demolition, site preparation, grading, building construction, paving, and architectural coating. Quantification of the emissions include buildout of Specific Plan Planning Areas 2, 4, 6 (east), 7, and 8. As discussed, due to the programmatic nature of future development in Planning Areas 1, 3, 5, as well as the annexation area, exact construction emissions generated by future development in these areas is unknown.

AREA SOURCE

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project.[6] It should be noted that on October 9, 2021, California adopted AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by January 1, 2024, which is now in effect. Additionally, pursuant to Lancaster Municipal Code (LMC) Section 8.70.020, *Prohibition against use of gasoline powered landscape equipment,* effective April 1, 2027, landscape maintenance contractors would be prohibited from using gasoline powered landscape equipment within the City. However, for purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346.

ENERGY SOURCE EMISSIONS

Combustion Emissions Associated with Natural Gas and Electricity

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are indirect emissions. Electricity usage associated with the project were calculated by CalEEMod using default parameters. Development

[6] Pursuant to LMC Section 17.12.230, *Design requirements*, and 17.16.220, *Design and performance standards*, commercial and industrial developments are prohibited from installing turf.

within Planning Areas 2, 4, 6 (east), 7, and 8 would not utilize natural gas. Since specific information about developments within Planning Areas 1, 3, and 5 as well as the annexation area is unknown at this stage of the planning process, the following evaluation conservatively assumes that the land uses within these areas (as well as the western half of PA 6) would utilize natural gas.

MOBILE SOURCE EMISSIONS

The project-related operational air quality emissions derive primarily from vehicle trips generated by the project, including employee trips to and from the site and truck trips associated with the proposed uses.

ON-SITE CARGO HANDLING EQUIPMENT EMISSIONS

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. All on-site cargo handling operational equipment in Planning Areas 2, 4, 6 (east), 7, and 8 would be zero-emission. As such, cargo handling equipment utilized by warehouse buildings in these Planning Areas would not generate GHG emissions.

As a conservative analysis, it is assumed Planning Areas 1, 3, and 5 would operate a combined total of 74 units of exterior cargo handling equipment and the industrial portions of the annexation area would operate 52 units of exterior cargo handling equipment. The following evaluation conservatively assumes that each unit of exterior cargo handling equipment would be rated at 175 horsepower and operate for four hours per day.

TRU SOURCE EMISSIONS

In order to account for the possibility of refrigerated uses (up to 1,007,195 square feet (sf) in Planning areas 2, 4, 6 (east), 7, and 8; 2,067,793 sf in Planning Areas 1, 3, and 5; and 1,448,370 sf in the annexation area), trucks associated with the cold-storage land use are assumed to also have Transport Refrigeration Units (TRU). For modeling purposes, 756 two-way truck trips with TRUs were modeled for Planning Areas 2, 4, 6 (east), 7, and 8, 1,552 two-way truck trips with TRUs were modeled for Planning Areas 1, 3, and 5, and 1,088 two-way truck trips with TRUs were modeled for the remaining annexation area (e.g., all truck trips that would be associated with high-cube cold storage uses, as summarized in the *Antelope Valley Commerce Center Local Transportation Assessment Scoping Agreement*, prepared by Urban Crossroad, dated November 26, 2024.[7] TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the OFFROAD Model version 2021 (OFFROAD 2021), developed by CARB. OFFROAD 2021 does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day, while all activity, fuel consumption, and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate

[7] Urban Crossroad, *Antelope Valley Commerce Center Local Transportation Assessment Scoping Agreement*, November 15, 2024.

emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operations.

STATIONARY SOURCE EMISSIONS

Portions of the proposed project were conservatively assumed to include installation of up to eleven 300-horsepower (HP) diesel-powered fire pumps and seven 700-HP diesel-powered emergency generators for Planning Areas 2, 4, 6 (east), 7, and 8. While it is unknown if Planning Areas 1, 3, and 5 would install emergency stationary equipment, as a conservative analysis, the following evaluation assumes the installation of 14 emergency generators and 20 emergency fire pumps. The annexation area was conservatively estimated to include ten emergency generators and 14 emergency fire pumps. Each emergency engine was estimated to operate for up to one hour per day, one day per week for up to 50 hours per year for maintenance and testing purposes. Emissions associated with the stationary diesel-powered emergency fire pumps and emergency generators were calculated using CalEEMod.

WATER SUPPLY, TREATMENT, AND DISTRIBUTION

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water.

SOLID WASTE

The proposed industrial uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed project were calculated by CalEEMod using default parameters.

REFRIGERANTS

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the U.S. EPA.[8] CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. Per 17 Code of California Regulations (CCR) 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from

[8] U.S. Environmental Protection Agency, *Accounting Tool to Support Federal Reporting of Hydrofluorocarbon Emissions: Supporting Documentation*, October 2016, https://www.epa.gov/sites/default/files/2015-09/documents/hfc_emissions_accounting_tool_supporting_documentation.pdf, accessed January 6, 2025.

utilizing refrigerants with a GWP of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the high-cube cold storage warehouse portion of the project would utilize refrigerants with a GWP of 150. GHG emissions associated with refrigerants were calculated by CalEEMod.

ANTELOPE VALLEY AIR QUALITY MANAGEMENT DISTRICT (AVAQMD) THRESHOLDS

According to the AVAQMD *California Environmental Quality Act and Federal Conformity Guidelines* (CEQA and Federal Conformity Guidelines), the annual emissions threshold for GHG emissions is 100,000 tons of CO_2 equivalent per year (tons CO_2e per year), which is equivalent to 90,719 metric tons of CO_2 equivalent per year ($MTCO_2e$ per year). The AVAQMD is the legally established air pollution control agency for the desert portion of Los Angeles County, responsible for enforcing federal and state air quality regulations and developing local rules to protect public health. With technical expertise in air quality monitoring, emissions inventory management (including GHGs), and CEQA review, the AVAQMD permits emission sources and ensures compliance within its jurisdiction. Therefore, projects in the Antelope Valley are subject to AVAQMD's regulations and guidelines for assessing and mitigating air quality and GHG impacts, necessitating adherence to their permitting processes and established thresholds. The AVAQMD CEQA and Federal Conformity Guidelines, establishes a 100,000 tons CO_2e per year standard for GHG emissions. The annual 100,000-ton standard that AVAQMD relies upon has been adopted by the Federal EPA as the limit above which a Prevention of Significant Deterioration ("PSD") and a Title V operating permit are required. As such, the AVAQMD, as the expert agency in charge of managing air quality and GHG emissions in the region, relies upon this standard.

However, the City of Lancaster, as the lead agency, has determined that this project (annexation and specific plan) would not have a significant effect on the environment if a project were found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions. In this case, the applicable regulatory plan and policy that is applicable that would reduce GHG emissions is the 2022 Scoping Plan. As such, a project that demonstrates consistency with the 2022 Scoping Plan would result in a less than significant impact with respect to the GHG thresholds included in CEQA Guidelines Appendix G. Conversely, a project that cannot demonstrate consistency with the 2022 Scoping Plan would result in a potentially significant impact.

As previously stated, pursuant to 15064.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (48).

As such, the Project's significance is tied to consistency with the 2022 Scoping Plan which is authorized under CEQA Guidelines 15064.4 as discussed above.

CEQA SIGNIFICANCE CRITERIA

CEQA Guidelines Appendix G contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.14.4 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

GHG-1 GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT COULD HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.

GHG-2 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis:

ANNEXATION ANALYSIS AND SPECIFIC PLAN ANALYSIS

Generation of Greenhouse Gas Emissions

Annexation Area

The proposed project would annex approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. Potential buildout of the annexation area (excluding the Specific Plan area) would result in up to 15,594,480 sf of nonresidential development and 1,837 dwelling units; refer to Table 3-1, *Annexation Area Buildout Potential*. The proposed annexation would likely spur both small- and large-scale redevelopment within the City. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, stationary sources, and on-site equipment sources, while indirect sources include emissions from electricity and natural gas consumption, water demand, and solid waste generation. However, the project does not propose demolition or development activities. Therefore, construction GHG emissions are not quantified as part of this programmatic analysis. Implementation of the proposed annexation would not directly generate operational emissions as no specific development is being proposed, but nonetheless, operational GHG emissions are discussed below. Operational GHG emissions associated with buildout of the annexation area is quantified below in Table 5.14-1, *Annexation Area GHG Emissions Summary - Without Mitigation (2040)*.

Table 5.14-1
Annexation Area GHG Emissions Summary - Without Mitigation (2040)

Emissions Source	Emissions (Metric Tons per year)[1]				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annexation Area (2040)					
Mobile Source	124,549.93	2.39	11.28	45.63	128,018.08
Area Source	250.47	0.01	0.00	0.00	251.37
Energy Source	44,401.27	4.81	0.39	0.00	44,638.61
Water Usage	3,692.89	117.93	2.83	0.00	7,485.46
Waste	1,586.21	158.54	0.00	0.00	5,549.62
Cargo Handling Equipment					2,463.08
Refrigerants	0.00	0.00	0.00	337.21	337.21
TRU Source					3,065.38
Stationary Source	213.25	0.01	0.00	0.00	213.96
Total CO_2e (All Sources)	**192,022.78**				

Notes:
1. Per CalEEMod defaults, CO_2e emissions are calculated based on a global warming potential of 25 for CH_4 and 298 for N_2O.

Source: Refer to Appendix 11.11.

Specific Plan

The proposed Specific Plan would allow up to approximately 38.5 million sf of industrial development. The Specific Plan allows for two land use types within eight planning areas: Light Industrial (LI) and Heavy Industrial (HI). Construction of the future development within the Specific Plan would

generate temporary GHG emissions primarily from construction equipment, construction worker trips to and from the project site, and heavy trucks transporting building materials. Future development within the Specific Plan would be analyzed at a detailed level and be reviewed by the City on a case-by-case basis to ensure that development occurs in a manner consistent with the General Plan, Municipal Code, and that additional environmental review is conducted under CEQA, as needed.

Planning Areas 2, 4, 6 (East), 7 and 8

Up to 11.3 million sf of industrial uses and associated site improvements would be developed within Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan area. Construction GHG emissions are typically summed and amortized over the lifetime of a project (conservatively assumed to be 30 years) and then added to the operational emissions. The estimated GHG emissions are summarized in Table 5.14-2, *Planning Areas 2, 4, 6 (East), 7, and 8 GHG Emissions Summary - Without Mitigation (2031).* Operational emissions generated in Planning Areas 2, 4, 6 (east), 7, and 8 at full buildout (i.e., year 2031) are used to indicate the total amount of GHG emissions for ongoing operational emissions. Detailed modeling is presented in Appendix 11.11.

Table 5.14-2
Planning Areas 2, 4, 6 (East), 7, and 8 GHG Emissions Summary – Without Mitigation (2031)

Emissions Source	Emissions (Metric Tons per year)[1]				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Planning Areas 2, 4, 6 (east), 7, 8 (Year 2031)					
Annual construction-related emissions amortized over 30 years	2,256.02	0.05	0.17	2.42	2,309.31
Mobile Source	55,659.30	0.59	7.36	55.09	57,922.53
Area Source	166.08	0.01	0.00	0.00	166.68
Energy Source	9,587.50	1.21	0.15	0.00	9,661.65
Water Usage	2,660.99	85.79	2.06	0.00	5,419.97
Waste	953.96	95.34	0.00	0.00	3,337.57
Refrigerants	0.00	0.00	0.00	169.96	169.96
Stationary Source	156.13	0.01	0.00	0.00	156.65
TRU Source					2,134.26
Total CO_2e (All Sources)	**81,278.57**				

Notes:
1. Per CalEEMod defaults, CO_2e emissions are calculated based on a global warming potential of 25 for CH_4 and 298 for N_2O.

Source: refer to Appendix 11.11.

As shown above, construction and operation of proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan area would generate a total of approximately 81,278.57 $MTCO_2e$ per year.

Planning Areas 1, 3, and 5

The estimated GHG emissions from Planning Area 1, 3, and 5 are summarized in Table 5.14-3, *Planning Areas 1, 3, and 5 GHG Emissions Summary - Without Mitigation (2040).* Amortoized construction emissions were not evaluated due to the programmatic nature of Planning Areas 1, 3, and 5 (i.e., construction schedule, construction equipment, earthwork quantities, etc.) are not presently known, and it would be speculative at this time to assume construction emissions)

Table 5.14-3
Planning Area 1, 3, and 5 GHG Emissions Summary – Without Mitigation (2040)

Emissions Source	Emissions (Metric Tons per year)[1]				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Planning Areas 1, 3, and 5 (Year 2040)					
Mobile Source	116,797.44	1.47	14.72	45.05	121,266.30
Area Source	301.94	0.01	0.00	0.00	303.03
Energy Source	52,337.07	5.69	0.47	0.00	52,620.59
Water Usage	4,773.99	155.97	3.75	0.00	9,789.44
Waste	1,955.74	195.47	0.00	0.00	6,842.48
Cargo Handling Equipment					3,505.15
Refrigerants	0.00	0.00	0.00	476.98	476.98
TRU Source					4,374.66
Stationary Source	300.83	0.01	0.00	0.00	301.83
Total CO_2e (All Sources)	**199,480.47**				

Notes:
1. Per CalEEMod defaults, CO_2e emissions are calculated based on a global warming potential of 25 for CH_4 and 298 for N_2O.

Source: refer to Appendix 11.11.

As shown in Table 5.14-3, construction and operation of Planning Area 1, 3, and 5 would generate a total of approximately 199,480.47 $MTCO_2e$ per year.

The annual GHG emissions associated with the operation of the proposed project at buildout of the proposed industrial uses within the Specific Plan is estimated to be approximately 280,759.04 (81,278.57 plus 199,480.47) $MTCO_2e$ per year, as summarized in Table 5.14-4, *Specific Plan GHG Emissions Summary – Without Mitigation*. Thus, the Specific Plan would exceed the AVAQMD significance threshold of 90,719 $MTCO_2e$ per year.

Table 5.14-4
Specific Plan GHG Emissions Summary - Without Mitigation

Emissions Source	Emissions (Metric Tons per year)[1]				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Planning Areas 2, 4, 6 (east), 7, and 8 (Year 2031)					
Annual construction-related emissions amortized over 30 years	2,256.02	0.05	0.17	2.42	2,309.31
Mobile Source	55,659.30	0.59	7.36	55.09	57,922.53
Area Source	166.08	0.01	0.00	0.00	166.68

Emissions Source	Emissions (Metric Tons per year)[1]				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Energy Source	9,587.50	1.21	0.15	0.00	9,661.65
Water Usage	2,660.99	85.79	2.06	0.00	5,419.97
Waste	953.96	95.34	0.00	0.00	3,337.57
Refrigerants	0.00	0.00	0.00	169.96	169.96
Stationary Source	156.13	0.01	0.00	0.00	156.65
TRU Source					2,134.26
Total CO_2e (All Sources)	**81,278.57**				
Planning Areas 1, 3, and 5 (2040)					
Mobile Source	116,797.44	1.47	14.72	45.05	121,266.30
Area Source	301.94	0.01	0.00	0.00	303.03
Energy Source	52,337.07	5.69	0.47	0.00	52,620.59
Water Usage	4,773.99	155.97	3.75	0.00	9,789.44
Waste	1,955.74	195.47	0.00	0.00	6,842.48
Cargo Handling Equipment					3,505.15
Refrigerants	0.00	0.00	0.00	476.98	476.98
TRU Source					4,374.66
Stationary Source	300.83	0.01	0.00	0.00	301.83
Total CO_2e (All Sources)	**199,480.47**				
Buildout					
Specific Plan Total CO_2e (All Sources)	**280,759.04**				

Notes:
1. CH_4 and N_2O has a higher global warming potential (GWP) when compared to CO_2. Specifically, the GWP of CH_4 is 27.9 and N_2O is 273. To evaluate these gases carbon dioxide equivalent (CO_2e), the mass of CH_4 and N_2O is multiplied by their corresponding GWP.
2. Refer to Table 5.14-1 for the Annexation Area GHG emissions.

Source: refer to Appendix 11.11.

Conclusion

Future development within the annexation area would occur incrementally over time, based largely on economic considerations, market demand, and other planning considerations. Future development within the annexation area would be analyzed at a detailed level and be reviewed by the City on a case-by-case basis to ensure that development occurs in a logical manner consistent with the General Plan, Municipal Code, and that additional review is conducted, as needed.

During construction, future development within the Specific Plan would be required to comply with Mitigation Measures AQ-3, AQ-4, and AQ-6 to reduce construction GHG emissions. During operation, proposed development within the Specific Plan would be required to comply with Mitigation Measures AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-17 through AQ-21, and AQ-23 through AQ-25 to reduce operational GHG emissions. None of the mitigation measures are quantifiable at this planning stage. However, as previously discussed, the AVAQMD's significance threshold of 90,179 $MTCO_2e$ per year is only included for informative purposes. Instead, the project's significance would be tied to the consistency with applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, which is authorized under CEQA Guidelines Section 15064.4.

Consistency with Applicable GHG Plans, Policies, or Regulations

Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on a qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the project's consistency with the 2022 Scoping Plan is discussed below. It should be noted that the project's significance is tied to consistency with the 2022 Scoping Plan which is authorized under CEQA Guidelines 15064.4 as discussed above. Consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan. For reasons outlined herein, the proposed project has the potential to result in a significant impact since the project has the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Annexation Area and Specific Plan

Consistency with the 2022 Scoping Plan

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine if a project would conflict with the 2022 Scoping Plan.

The 2022 Scoping Plan includes three priority areas to reduce GHG emissions that would apply to all land use development projects. More specifically, the three priority areas include: (1) transportation electrification, (2) VMT reduction, and (3) Building Decarbonization. The potential for the Project to conflict with these three priority areas is summarized below in Table 5.14-5, *Consistency with 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes That Reduce GHGs*. It should be noted that the 2022 Scoping Plan priority areas are identified only for residential and mixed-use land use types, and are not considered for other land use types, including industrial uses. However, Table 5.14-5 below applies the general principles of the project area.

Table 5.14-5
Consistency with 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes That Reduce GHGs

Priority Areas	Key Project Attribute	Proposed Project Consistency with Attribute
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval	**Potentially Inconsistent.** Future implementing projects would be required to include EV charging infrastructure as required by the California Green Building Standards Code; however, it is unknown if all future development projects would meet the most ambitious voluntary standards. Additionally, it is unknown at this time whether

Priority Areas	Key Project Attribute	Proposed Project Consistency with Attribute
		the electrical infrastructure in the Specific Plan vicinity would be sufficient to provide for the electrification of a significant number of heavy-duty trucks associated with the Project. Therefore, the Project has the potential to conflict with this priority area.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)	**Potentially Inconsistent.** Future implementing projects would be developed on currently undeveloped non-infill sites which may or may not be served by existing infrastructure and public services. Therefore, the Specific Plan has the potential to be inconsistent with this attribute.
	Does not result in the loss or conversion of natural and working lands	**Potentially Inconsistent.** The majority of the area is currently undeveloped. Thus, the project would have the potential to result in the loss or conversion of natural and working lands. Therefore, the Specific Plan has the potential to be inconsistent with this attribute.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or Is in proximity to existing transit stops (within a half mile), or Satisfies more detailed and stringent criteria specified in the region's SCS	**Potentially Inconsistent.** The overall density for the future implementing residential portions of the Annexation Area would be less than 20 units per acre, the project would also not be located within a ½ mile proximity to existing transit stops, nor would it satisfy more stringent criteria specified in the region's SCS. Therefore, the Specific Plan has the potential to be inconsistent with this attribute.
	Reduces parking requirements by: Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	**Potentially Inconsistent.** Regarding the Annexation Area, a programmatic analysis, parking specifics about future implementing projects are not known at this time. The Specific Plan provides minimum parking requirements, not maximum requirements. It is also unlikely that future developments would provide parking less than is allowed under the existing code or designated within the applicable Specific Plan. As such, the Specific Plan would have the potential to be inconsistent with parking reductions provided by the 2022 Scoping Plan.
	At least 20 percent of units included are affordable to lower-income residents	**Inapplicable.** The Specific Plan does not include land designated for residential uses
	Results in no net loss of existing affordable units	**Consistent.** The majority of the project area is currently undeveloped. Thus, no net loss of affordable units would occur. Therefore, the project would be consistent with this attribute.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking	**Potentially Inconsistent.** Although PAs 2, 4, 6 (east), 7 and 8 would not utilize natural gas or other fossil fuels for space heating, water heating, or indoor cooking, natural gas may be used within the Annexation Area and Specific Plan area as specific uses and project have not been proposed in these areas. Therefore, the Specific Plan could have the potential to be inconsistent with this attribute.
Source: refer to Appendix 11.11.		

Since the Annexation Area and Specific Plan have the potential to conflict with the transportation electrification and building decarbonization priority areas outlined in the 2022 Scoping Plan, the Annexation Area and Specific Plan have the potential to impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. For reasons outlined herein, the Annexation Area and Specific Plan would result in a potentially significant impact with respect to consistency with the 2022 Scoping Plan.

Consistency with the City of Lancaster CAP

Energy-saving and sustainable design Mitigation Measures AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-17 through AQ-21, and AQ-23 through AQ-25, features, and operational programs would be incorporated into facilities developed pursuant to the requirements of the City of Lancaster CAP. These measures would assist in further reducing the GHG emissions of future development within the Specific Plan and in the City's goals towards minimizing GHG emissions.

Conclusion

As discussed above, future development within the Annexation Area and Specific Plan would be consistent with the CAP; although there is the potential to impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. As such, impacts were determined to be significant and unavoidable.

Mitigation Measures:

ANNEXATION

No mitigation measures are required.

SPECIFIC PLAN

Refer to Mitigation Measures AQ-3, AQ-4, and AQ-6 , AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-17 through AQ-21, and AQ-23 through AQ-25.

Level of Significance: Impacts would be significant and unavoidable.

5.14.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects; refer to Table 4-2, *Cumulative Projects List*.

GREENHOUSE GAS EMISSIONS AND CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

- **GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.**

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.**

Impact Analysis:

ANNEXATION ANALYSIS AND SPECIFIC PLAN ANALYSIS

The project's significance would be tied to consistency with applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, which is authorized under CEQA Guidelines Section 15064.4. The annexation does not propose demolition or development activities. Future development within the annexation area, as well as other cumulative projects developed in the project area would be subject to all applicable regulatory requirements (e.g., California Energy Code and CALGreen Code), which would further reduce GHG emissions. Due to the programmatic nature of annexation area, specific details of future developments within the annexation area are currently unknown during this stage of the planning process. Nevertheless, future development would be required to show consistency with applicable plans, policies, and regulations (i.e., 2022 Scoping Plan, City's CAP, etc.) adopted for the purpose of reducing GHG emissions. Additionally, the buildout of the annexation area would incorporate applicable mitigation measures aimed at reducing GHG emissions. However, there is the potential to impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan and impacts would be significant and unavoidable.

Future development within the Specific Plan, as well as other cumulative projects developed in the area would be subject to all applicable regulatory requirements (e.g., California Energy Code and CALGreen Code), which would further reduce GHG emissions. As stated above, future development within the Specific Plan would be consistent with the City's CAP. Additionally, the buildout of the Specific Plan would incorporate applicable mitigation measures aimed at reducing GHG emissions. However, the Specific Plan would not be consistent with the 2022 Scoping Plan. Specifically, the Specific Plan would have the potential to conflict with the transportation electrification and building decarbonization priority areas outlined in the 2022 Scoping Plan. Thus, the Specific Plan has the potential to impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. Since the buildout of the Specific Plan would not fully comply with all applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions, impacts would be significant and unavoidable.

Mitigation Measures:

ANNEXATION AREA

No mitigation measures are required.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-3, AQ-4, and AQ-6 , AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-17 through AQ-21, and AQ-23 through AQ-25.

Level of Significance: Significant and Unavoidable Impact.

5.14.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would result in a significant and unavoidable greenhouse gas emissions impact despite implementation of mitigation measures. Specifically, the proposed project would have the potential to conflict with the transportation electrification and building decarbonization priority areas outlined in the 2022 Scoping Plan. Thus, the Annexation Area and Specific Plan have the potential to impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan.

5.15 ENERGY

This section analyzes potential project impacts related to energy consumption and energy plan consistency. Potential direct and indirect environmental impacts associated with the proposed project are evaluated in this section. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) during both construction and operational activities. This section is primarily based on the following technical study (refer to Appendix 11.12, *Energy Analysis*):

- *Antelope Valley Commerce Center Energy Analysis, City of Lancaster* (Energy Analysis), prepared by Urban Crossroads, dated April 21, 2025.

5.15.1 EXISTING SETTING

ELECTRICITY/NATURAL GAS SERVICES

Lancaster Choice Energy (LCE) currently provides electrical services to the City. LCE is a municipal service formed for the purpose of implementing a Community Choice Aggregation (CCA) program within the City. The CCA program services retail electric service customers. The City's CCA program procures electricity from competitive suppliers to meet the City's energy demand while the electricity is delivered utilizing the Southern California Edison (SCE) distribution grid. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company (SoCal Gas) provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity consumed in California was generated using

natural gas.[1] While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.[2]

PETROLEUM

Petroleum fuels are primarily consumed by on-road and off-road equipment, and some industrial processes. Though California's population and economy are expected to grow, gasoline demand is forecasted to decline due to improvements in fuel efficiency and increased light-duty vehicle electrification.

California is one of the top producers of petroleum in the nation, with Statewide drilling operations concentrated primarily in Kern and Los Angeles Counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay Area, and the Central Valley. In 2019, the State supplied about three percent of the United States' total onshore and offshore production of crude oil. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay Area. Crude oil production in California and Alaska is in decline, and California refineries depend increasingly on imports. Of the total amount of California's oil supply in 2022, 59 percent was supplied by imports, 26 percent by California, and 15 percent by Alaska.

In California, gasoline consumed primarily by light-duty cars, pickup trucks, and sport utility vehicles is the most used transportation fuel. Diesel, the second most-used transportation fuel, is primarily consumed by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles. Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions. The transportation sector is the single largest source of GHG emissions in the State and accounts for the largest share of the State's energy consumption. Nearly 40 percent of all inventoried GHG emissions in the State in 2021 were generated by the transportation sector. The State's transportation sector accounts for approximately 67 percent of California's total petroleum consumption in 2021. To reduce Statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from in-State refineries.

ENERGY USAGE

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 6,880 trillion BTU in 2022 (the most recent year for which this specific data is available), which equates to an average of 176.5 million BTU per capita.[3] Of California's total energy usage, the breakdown by End-Use sector is 42.6 percent transportation, 22.5 percent industrial, 17.4 percent

[1] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, accessed January 3, 2025.

[2] Ibid.

[3] U.S. Energy Information Administration, *California State Energy Profile*, last Updated May 16, 2024, https://www.eia.gov/state/print.php?sid=CA, accessed January 3, 2025.

commercial, and 17.6 percent residential.[4] Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2023, taxable gasoline sales (including aviation gasoline) in California accounted for approximately 13.6 billion gallons of gasoline.[5] The electricity consumption attributable to County of Los Angeles (County) from 2013 to 2022 is shown in Table 5.15-1, *Electricity Consumption in Los Angeles County, 2013-2022*.[6]

Table 5.15-1
Electricity Consumption in Los Angeles County, 2013-2022

Year	Electricity Consumption (in millions of kilowatt hours)
2013	68,280
2014	69,860
2015	69,461
2016	69,365
2017	68,591
2018	67,834
2019	66,742
2020	65,566
2021	66,003
2022	68,485

Source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed January 3, 2025.

The natural gas consumption in Los Angeles County from 2013 to 2022 is shown in Table 5.15-2, *Natural Gas Consumption in Los Angeles County, 2013-2022*.[7]

Table 5.15-2
Natural Gas Consumption in Los Angeles County, 2013-2022

Year	Natural Gas Consumption (in millions of therms)
2013	3,065.43
2014	2,793.87
2015	2,761.05
2016	2,877.86
2017	2,956.04
2018	2,921.51
2019	3,048.32
2020	2,936.69

[4] Ibid.

[5] California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, available at: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed January 3, 2025.

[6] Electricity consumption data is not available for the City. The year 2022 is the most recent year for which the County's electricity consumption data is available.

[7] Natural gas consumption data is not available for the City. The year 2022 is the most recent year for which the County's natural gas consumption data is available.

Year	Natural Gas Consumption (in millions of therms)
2021	2,882.77
2022	2,820.29

Source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed January 3, 2025.

GASOLINE/DIESEL FUELS

Automotive fuel consumption in Los Angeles County from 2013 to 2023 is shown in Table 5.15-3, *Automotive Fuel Consumption in Los Angeles County, 2013-2023* (projections for the year 2024 are also shown).

Table 5.15-3
Automotive Fuel Consumption in Los Angeles County, 2013-2024

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Construction Equipment) (gallons)
2013	31,412,519	31,412,519
2014	32,380,290	32,380,290
2015	33,324,823	33,324,823
2016	34,221,813	34,221,813
2017	35,091,690	35,091,690
2018	35,918,632	35,918,632
2019	36,717,729	36,717,729
2020	32,489,110	32,489,110
2021	32,475,086	32,475,086
2022	32,469,611	32,469,611
2023	32,468,369	32,468,369
2024 (projected)	32,339,908	32,339,908

Source: California Air Resources Board, *EMFAC2021* v1.0.2., https://arb.ca.gov/emfac/emissions-inventory/, accessed January 6, 2025.

5.15.2 REGULATORY SETTING

FEDERAL LEVEL

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. The TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. The TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. The TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems (ITS), to help improve operations and management of transportation systems and vehicle safety.

STATE LEVEL

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board, and all other State agencies incorporate this policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve such renewable energy goals.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions.

On August 11, 2021, the CEC adopted the 2022 Title 24 Standards. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Title 24 Standards encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Title 24 Standards. The Title 24 standards are currently being updated with the most recent draft update consisting of the 2025 Title 24 standards that will go into effect on January 1, 2026.

California Green Building Code

The California Green Building (CALGreen) Code (California Code of Regulations, Title 24, Part 11) is a Statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2021 and went into effect on January 1, 2023. The CalGreen Code is currently being updated with the most recent draft update consisting of the 2025 CalGreen standards that will go into effect on January 1, 2026.

CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[8]

California Public Utilities Commission Energy Efficiency Strategic Plan

The CPUC prepared an Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases. Assembly Bill 1109, adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards as a means to reduce average Statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while non-residential sector exterior lighting (parking lot, area, walkway, and security lighting) usage comprises 1.4 percent of California's total electricity use, much of which occurs during limited occupancy periods.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted SB 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

[8] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed January 3, 2025.

The CEC adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024. The 2023 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040.

LOCAL LEVEL

City of Lancaster General Plan 2030

PLAN FOR THE NATURAL ENVIRONMENT

The Plan for the Natural Environment chapter includes goals, objectives, policies, and actions related to energy resources and efficiency. The objectives and policies related to the proposed project are listed in the following:

Objective 3.6: Encourage efficient use of energy resources through the promotion of efficient land use patterns and the incorporation of energy conservation practices into new and existing development, and appropriate use of alternative energy.

Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.

Policy 3.6.2: Encourage innovative building, site design, and orientation techniques which minimize energy use.

Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.

Policy 3.6.4: Support State and Federal legislation that would eliminate wasteful energy consumption in an appropriate manner.

Policy 3.6.5: Promote the amount of energy consumed by City operations and assist residents and businesses in reducing their energy consumption rates.

Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.

5.15.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

CEQA Guidelines Appendix G contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.

- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.

- **Criterion 4**: The degree to which the project complies with existing energy standards.

- **Criterion 5**: The effects of the project on energy resources.

- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

METHODOLOGY

Information from the California Emissions Estimator (CalEEMod) version 2022.1 outputs was utilized in this analysis, detailing construction equipment, transportation energy demands, and facility energy demands; refer to Appendix 11.12, *Air Quality Assessment/HRA*. On May 2, 2022, the U.S. Environmental Protection Agency (U.S. EPA) approved the 2021 version of the EMissions FACtor model (EMFAC2021) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, vehicle mile traveled (VMT) from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the California Air Resources Board (CARB) to project changes in future emissions from on-road mobile sources. The Energy Report utilizes the different fuel types for each vehicle class from the annual EMFAC2021 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during construction and operational activities. For purposes of analysis, the 2026 through 2031 analysis years were utilized to determine the average vehicle fuel economy used throughout the construction duration of the proposed industrial uses within Planning Areas 2, 4, 6, 7, 8 of the Specific Plan area. Anticipated development within Planning Area 6 is expected to be divided into two parts, with operations beginning in 2031 for the eastern half. The western half of Planning Area 6 was recently entitled, and its environmental impacts were analyzed in a previously approved CEQA document. The following evaluation below would analyze the projected energy consumption during the construction and operation of the full project buildout (annexation area and Specific Plan area).

CONSTRUCTION ENERGY DEMANDS

Due to the programmatic nature of future development in Planning Areas 1, 3, and 5, as well as the annexation area, exact construction emissions generated by future development is unknown. All future development projects capable of generating substantial construction-related emissions would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, future development projects would be required to implement any necessary mitigation measures on a project-by-project basis.

Construction Power Cost

The total project construction power costs are the summation of the products of the area (square-footage) by the construction duration and the typical power cost. Construction of Planning Areas 2, 4, 6 (east), 7, and 8 would be constructed over a six-year period; refer to Table 5.13-5, *Construction Duration*. The 2024 National Construction Estimator identifies a typical power cost of $2.66 per 1,000 square feet (sf) of building construction per month, which was used to calculate the proposed industrial uses' total construction power cost.

Construction Electricity Usage

The total construction electricity usage is the summation of the products of the power cost by the utility provider cost per kilowatt hour (kWh) of electricity. The SCE's general service rate schedule was used to determine the project's electrical usage. As of October 1, 2024, SCE's general service rate is $0.16 per kWh of electricity for industrial and commercial services. Construction of Planning Areas 2, 4, 6 (east), 7, and 8 would consume 12,858 MWh of electricity and would cost $2,057,281.55; refer to Appendix 11.12.

Construction Equipment Fuel Estimate

Fuel consumed by construction equipment would be the primary energy resource expended over the course of the proposed industrial uses' construction. Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 5.15-4, *Construction Equipment Fuel Consumption Estimates*. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. For the purposes of the Energy Analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing industrial and commercial fuel providers serving area and region of the proposed industrial uses.

Table 5.15-4
Construction Equipment Assumption

Phase Name	Equipment	Number	Hours Per Day	Total Fuel Consumption
Demolition	Rubber Tired Dozers	4	8	15,235
	Excavators	3	8	1,065
	Concrete/Industrial Saws	2	8	1,250
	Crushing/Processing Equipment	1	8	265
Site Preparation	Rubber Tired Dozers	12	8	36,565
	Crawler Tractors	9	8	6,989
Grading	Crawler Tractors	6	8	13,977
	Excavators	6	8	5,111
	Graders	3	8	11,336
	Rubber Tired Dozers	3	8	27,424
	Scrapers	16	8	202,294
Building Construction	Cranes	4	8	228,278
	Forklifts	6	8	52,764
	Generator Sets	2	8	11,110
	Tractors/Loaders/Backhoes	6	8	99,994
	Welders	2	8	22,199
Paving	Pavers	4	8	23,832
	Paving Equipment	4	8	22,445

	Rollers	4	8	9,583
Architectural Coating	Air Compressors	2	8	6,221
			Total Construction Equipment Fuel Demand	**797,937**
Source: Refer to Appendix 11.12.				

Construction Trip and VMT

Construction generates on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. The number of workers, hauling, and vendor trips are presented in the Air Quality section in Table 5.13-6, *Construction Trips Assumption*.

Construction Worker Fuel Estimates

With respect to estimated VMT for the proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8, the construction worker trips (personal vehicles used by workers commuting to the proposed industrial uses from home) would generate an estimated 117,335,936 VMT during construction and consume 3,836,297 gallons of fuel. Refer to Table 5.15-5, *Construction Worker Fuel Consumption Estimates*, for worker construction fuel consumption. Refer to Appendix 11.12 for the detailed consumption per phase.

Table 5.15-5
Construction Worker Fuel Consumption Estimates

Year	Total Fuel Consumption (gallons)
2026	38,446
2027	786,434
2028	766,190
2029	752,810
2030	864,040
2031	628,376
Total Construction Equipment Fuel Demand	**3,836,296**
Source: Refer to Appendix 11.12.	

Based on CalEEMod methodology, it is assumed that 50 percent of all construction worker trips are from light-duty-auto vehicles (LDA), 25 percent are from light-duty-trucks (LDT1), and 25 percent are from light-duty-trucks (LDT2). Data regarding project related construction worker trips were based on CalEEMod defaults, refer to Appendix 11.12.

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2021 version of the EMFAC developed by CARB. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to changes in future emissions from on-road mobile sources due to projects. EMFAC2021 was run for

the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2026 through 2031 calendar years. Data from EMFAC2021 is shown in Appendix 11.12.

Construction Vendor/Hualing Fuel Estimates

With respect to estimated VMT, the construction vendor and hauling trips (vehicles that deliver materials to the site during construction) would generate an estimated 19,947,672 VMT along area roadways for the proposed industrial uses within Planning Areas 2, 4, 6 (east), 7, and 8 over the duration of construction activity. This equals 2,481,028 gallons of fuel. Refer to Table 5.15-6, *Construction Vendor/Hauling Consumption Estimates*, for construction worker fuel consumption. It is assumed that 50 percent of all vendor trips are from medium-heavy duty trucks (MHD), 50 percent of all vendor trips are from heavy-heavy duty trucks (HHD). These assumptions are consistent with the CalEEMod defaults utilized, refer to Appendix 11.12.

Table 5.15-6
Construction Vendor/Hauling Fuel Consumption Estimates

Year	Total Fuel Consumption (gallons)
2026	64,618
2027	537,549
2028	522,303
2029	516,654
2030	494,968
2031	344,936
Total Construction Equipment Fuel Demand	**2,481,028**

Source: Refer to Appendix 11.12.

Vehicle fuel efficiencies for MHDs and HHDs were estimated using information generated within EMFAC2021. EMFAC2021 was run for the MHD and HHD vehicle classes within the California sub-area for the 2026 through 2031 calendar years. Data from EMFAC2021 is shown in Appendix 11.12.

OPERATIONAL ENERGY DEMANDS

Energy consumption in support of or related to buildout of the annexation area and Specific Plan would include transportation fuel demands (fuel consumed by passenger car and truck vehicles accessing the site), fuel demands from operational equipment, and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Demands

Energy that would be consumed by project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the project site. The VMT per vehicle class was determined by evaluating the vehicle fleet mix and the total VMT. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2021 developed by CARB. EMFAC2021 was run for the Los Angeles County (Mojave Desert) area for the

2031 (operation year of Planning Areas 2, 4, 6 (east), 7, and 8) and 2040 calendar years (Planning Areas 1, 3, and 5 as well as the annexation area). Data from EMFAC2021 is shown in Appendix 11.12.

In order to account for the possibility of refrigerated uses (cold storage) that would be accommodated by the approximately 1,007,195 sf of high-cube cold storage use identified for Planning Areas 2, 4, 6 (east), 7, and 8; 2,067,793 sf of high-cube cold storage in Planning Areas 1, 3, and 5; and approximately 1,448,370 sf of high-cube cold storage use identified for the annexation area, it is assumed that all trucks accessing this land use are presumed to also have transport refrigeration units (TRUs). Therefore, for modeling purposes 756 two-way truck trips with TRUs were modeled for Planning Areas 2, 4, 6 (east), 7, and 8, and 1,088 two-way truck trips with TRUs were modeled for the remaining annexation area. TRUs are also accounted for during on-site and off-site travel. TRU calculations are based on EMFAC2021.

Stationary Sources

As previously stated, the aggregate fuel consumption rate for all equipment is estimated at 18.5 hp-hr-gal., obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. The Specific Plan was conservatively assumed to include installation of up to eleven 300-horsepower (HP) diesel-powered fire pumps and seven 700-HP diesel-powered emergency generators for Planning Areas 2, 4, 6 (east), 7, and 8. While it is unknown if Planning Areas 1, 3, and 5 would install emergency stationary equipment, as a conservative analysis, the following evaluation would assume the installation of 14 emergency generators and 20 emergency fire pumps. The annexation area was conservatively estimated to include ten emergency generators and 14 emergency fire pumps. Diesel fuel would be supplied by existing industrial fuel providers serving the City and region.

On-Site Cargo Handling Equipment Fuel Demands

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. This analysis assumes all on-site cargo handling operational equipment in Planning Areas 2, 4, 6 (east), 7, and 8 would be zero-emission.

As a conservative analysis, it was assumed that Planning Areas 1, 3, and 5 would operate a combined total of 74 units of exterior cargo handling equipment and the industrial portions of the annexation area would operate 52 units of exterior cargo handling equipment. Additionally, the following evaluation conservatively assumes that each unit of exterior cargo handling equipment would be rated at 175 horsepower and operate for four hours per day.

Facility Energy Demands

Building operations activities would result in the consumption of electricity, which would be supplied by LCE. Development within Planning Areas 2, 4, 6 (east), 7, and 8 would not utilize natural gas. Since specific information about developments within Planning Areas 1, 3, and 5 as well as the annexation area is unknown at this stage of the planning process, the following evaluation conservatively assumes that the land uses within these areas (as well as the western half of PA 6) would utilize natural gas, and usage was estimated based on CalEEMod defaults.

5.15.4 IMPACTS AND MITIGATION MEASURES

ENERGY CONSUMPTION

EN-1 THE PROJECT COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES.

Impact Analysis:

ANNEXATION ANALYSIS

The proposed project would annex approximately 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. Potential buildout of the annexation area (excluding the Specific Plan area) would result in up to 15,594,480 sf of nonresidential development and 1,837 dwelling units; refer to Table 3-1, *Annexation Area Buildout Potential*. The proposed annexation would likely spur both small- and large-scale development within the City; however, no specific development is being proposed at this time. As such, construction details of future projects are unknown at this stage of the planning process. Nevertheless, upon annexation into the City, all future developments within the annexation area would utilize electricity provided by LCE.

Construction-Related Energy

Implementation of the proposed annexation would not directly result in construction activities associated with future projects as no specific development is proposed and construction details of future potential projects are unknown at this time. Notwithstanding, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These emission standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials.[9] The integration of resource-efficient construction materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these construction materials.[10] It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual characteristics associated with future development within the annexation area that would necessitate the use of construction equipment, materials, or methods that would be less energy efficient than at

[9] California Department of Resources Recycling and Recovery, *Construction and Demolition Debris Recycling*, https://calrecycle.ca.gov/condemo/, accessed January 16, 2025.

[10] California Department of Resources Recycling and Recovery, *Construction and Demolition Debris Recycling*, https://calrecycle.ca.gov/condemo/, accessed January 16, 2025.

comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources.

Operational Energy

Future projects within the annexation area would result in operational energy demand. Future projects would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update; therefore, implementation of the proposed annexation would not result in excessive long-term operational energy consumption or result in unique or more intensive peak or base period electricity demand. Furthermore, the electricity provider is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which hare naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that future development within the proposed annexation would not result in the waste of finite energy resources.

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. As discussed above, future development within the annexation area would be reviewed by the City on a case-by-case basis. Operational energy consumption associated with future projects would be analyzed prior to development and VMT-reducing improvements encouraging residents, workers, and visitors of the City to use alternative transportation methods, including walking, biking, and transit would be implemented as appropriate. Therefore, implementation of the VMT-reducing improvements would contribute towards reducing transportation-related fuel consumption from future developments within the annexation area. Overall, fuel consumption associated with the proposed annexation would not be considered inefficient, wasteful, or unnecessary in comparison to other industrial uses in the region; refer to Table 5.15-7, *Annexation Area Energy Consumption*. Therefore, implementation of the proposed annexation would not cause wasteful, inefficient, and unnecessary consumption of energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Table 5.15-7
Annexation Area Energy Consumption

Energy Type	Annual Energy Consumption[1]
Operation Energy Consumption	
Annexation Area - Electricity Consumption (2040)	194,601 megawatt hours (MWh)
Annexation Area – Natural Gas Consumption (2040)	402,970,220 (kBTU/year)
Fuel Consumption	
Annexation Area – Stationary Equipment Fuel Consumption	24,103 gallons

Energy Type	Annual Energy Consumption[1]
Annexation Area – On-Site Cargo Handling Equipment Fuel Consumption	241,378 gallons
Annexation Area – Mobile Fuel Consumption (2040)	13,848,760 gallons
Refer to Appendix 11.12 for consumptions used in this analysis.	

Conclusion

As discussed above, the proposed annexation would not result in direct increases in building energy consumption and therefore would not cause changes to the City's or County's electricity or natural gas consumption. As such, impacts would be less than significant in regard to annexation area's energy consumptions during construction and operation.

SPECIFIC PLAN ANALYSIS

The proposed project would also adopt the Specific Plan, which would allow up to approximately 38.5 million sf of industrial development. The Specific Plan allows for two land use types within eight planning areas: Light Industrial (LI) and Heavy Industrial (HI). This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with construction and operations of the Specific Plan area.

Of the 38.5 million sf of industrial development allowed within the Specific Plan area, up to 11.3 million sf of industrial uses and associated site improvements would be developed within Planning Areas 2, 4, 6 (east), 7, and 8. As shown in Table 5.15-8, *Specific Plan Energy Consumption*, the construction and operation of the Specific Plan at buildout would not result in the inefficient, wasteful, or unnecessary consumption of energy. The proposed uses within the Specific Plan area would therefore not cause or result in the need for additional energy producing or transmission facilities.

Table 5.15-8
Specific Plan Energy Consumption

Energy Type	Annual Energy Consumption
Construction Energy Consumption[1]	
Electricity Consumption	12,858 megawatt hours (MWh)
Construction Off-Road Fuel Consumption (Diesel)	797,937 gallons
Construction Worker Trip Fuel Consumption	3,836,296 gallons
Construction Vendor/Hauling Fuel Consumption (Diesel)	2,481,028 gallons
Operation Energy Consumption (Electricity)	
Planning Areas 2, 4, 6 (east), 7, and 8 Electricity Consumption	81,050 MWh
Planning Areas 1, 3, and 5 Electricity Consumption	235,772 MWh
Operation Energy Consumption (Natural Gas)[2]	
Planning Areas 2, 4, 6 (east), 7, and 8 Natural Gas Consumption	0 kBTU
Planning Areas 1, 3, and 5 Natural Gas Consumption	460,747,010 kBTU
Fuel Consumption	
Planning Areas 2, 4, 6 (east), 7, and 8 Operational Automotive Fuel Consumption (2040)	5,182,697 gallons

Energy Type	Annual Energy Consumption
Planning Areas 1, 3, and 5 Operational Automotive Fuel Consumption (2040)	11,863,836 gallons
On-Site Cargo Handling Equipment Fuel Consumption[3]	343,499 gallons
Stationary Source	49,683 gallons

Notes:
1. Construction energy consumption is only calculated for Planning Areas 2, 4, 6 (east), 7 and 8. Due to the programmatic nature of Planning Areas 1, 3, and 5, specific construction-related information is not available which can impact energy consumption projections.
2. Planning Areas 2, 4, 6 (east), 7, and 8 would not consume natural gas.
3. Planning Areas 2, 4, 6 (east), 7, and 8 would install electric on-site cargo handling equipment. As such, these Planning Areas would not consume diesel.

Refer to Appendix 11.12 for detailed calculations.

Construction-Related Energy

The estimated power cost of on-site electricity usage during the construction of the proposed industrial uses is assumed to be approximately $2,057,281.55. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction is calculated to be approximately 12,858 MWh.

Construction equipment used by the proposed industrial uses would result in consumption of approximately 797,937 gallons of diesel fuel; refer to Table 5.15-4. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the proposed industrial uses' construction process that are unusual or energy-intensive, and the proposed industrial uses' construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, *Motor Vehicles*, Section 2449(d)(3) *Idling*, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement.

Construction worker trips for construction of the industrial uses would result in the estimated fuel consumption of 3,836,297 gallons; refer to Table 5.15-5. Additionally, fuel consumption from construction vendor trips and hauling trips (Heavy-Heavy Duty Trucks [HHDTs]) would total approximately 2,481,028 gallons of fuel; refer to Table 5.15-6. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport, and use of construction materials. The 2023 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, the proposed industrial uses' construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. As such, impacts would be less than significant.

Operational Energy

Transportation Energy Demands

Table 5.15-9, *Specific Plan Transportation Energy Demands*, displays the energy demands from transportation within the Specific Plan area.

Table 5.15-9
Specific Plan Transportation Energy Demands

Planning Areas	Annual Energy Consumption (gallons)
Planning Areas 2, 4, 6 (east), 7, and 8	5,182,697
Planning Areas 1, 3, and 5	11,863,836
Total Consumption	17,046,533
Refer to Appendix 11.12 for consumptions used in this analysis.	

Approximately 71,284,107 annual VMT would be generated by the operation of the proposed development within Planning Areas 2, 4, 6 (east), 7, and 8 and would result in a fuel demand of 5,182,697 gallons in 2040; refer to Table 5.15-9. Planning Areas 1, 3, and 5 would generate approximately 198,098,208 annual VMT which would represent a fuel demand of approximately 11,863,836 in 2040.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the proposed industrial uses within the Specific Plan are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021); and CalEEMod. As such, the proposed industrial uses' operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other industrial uses.

It should be noted that the State strategy for the transportation sector for medium- and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This contrasts with the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall State emissions reductions goals.

Heavy-duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested in 2022 and AVAQMD is looking to integrate this new technology into large-scale truck operations. The following State strategies reduce GHG emissions from the medium- and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.

- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25%

by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling. While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.

- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of future development within the Specific Plan proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Future development within the Specific Plan would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, future development within the Specific Plan would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. Additionally, the project site would be served by the Antelope Valley Transit Agency (AVTA). AVTA currently has a bus fleet that is fully electrified. As supported by the preceding discussions, transportation energy consumption of future development within the Specific Plan would not be considered inefficient, wasteful, or otherwise unnecessary. As such, impacts would be less than significant.

Stationary Source Equipment

Fuel consumption estimates from stationary sources are presented in Table 5.15-10, *Stationary Source Equipment Fuel Consumption*. Planning Areas 2, 4, 6 (east), 7, and 8 fuel consumption was conservatively assumed to include installation of up to 11 300 horsepower diesel-powered fire pumps and 7 700 horsepower diesel-powered emergency generators. Although it is not known at this time whether emergency engines would be included in PAs 1, 3, and 5, it was conservatively assumed that these Planning Areas would include 14 emergency generators and 20 emergency fire pumps. Stationary source equipment would consume approximately 49,683 gallons of diesel per year.

Table 5.15-10
Stationary Source Equipment Fuel Consumption

Planning Areas	Annual Energy Consumption (gallons)
Planning Areas 2, 4, 6 (east), 7, and 8	15,411
Planning Areas 1, 3, and 5	34,272
Total Consumption	49,683
Refer to Appendix 11.12 for consumptions used in this analysis.	

On-Site Cargo Handling Equipment Fuel Demands

As previously stated, it is common for industrial buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. All on-site operational equipment in Planning Areas 2, 4, 6 (east), 7, and 8 would be zero-emission. As a conservative analysis, Planning Areas 1, 3, and 5 would operate a combined total of 74 units of exterior cargo handling equipment. Table 5.15-11, *On-Site Cargo Handling Equipment Fuel Consumption Estimates* displays the Specific Plan's projected fuel consumption from on-site cargo handling equipment.

Table 5.15-11
On-Site Cargo Handling Equipment Fuel Consumption Estimates

Area	Duration (Days)	Quantity	Usage Hours	Total Fuel Consumption (gal. fuel)
PAs 1, 3, 5	365	74	4	343,499
Specific Plan On-Site Cargo Handling Equipment Fuel Consumption				**343,499**
Refer to Appendix 11.12 for detailed calculations.				

On-site equipment use of fuel would not be atypical for the type of development proposed because there are no aspects of the Specific Plan's proposed operations that are unusual or energy-intensive, and on-site equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. As such, impacts would be less than significant.

Facility Energy Demands

Table 5.15-12, *Specific Plan Annual Operational Energy Demands*, displays the Specific Plan's projected operational energy demands from facility electricity and natural gas demands.

Table 5.15-12
Specific Plan Annual Operational Energy Demands

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)
Planning Areas 2, 4, 6 (east), 7, and 8		
Warehousing, High-Cube Parcel Hub, High-Cube Transload & Short-Term Storage	48,519,179	0
High-Cube Cold Storage	19,477,199	0

Parking Lot	13,053,280	0
Total Energy Demands	***81,049,658***	***0***
Planning Areas 1, 3, and 5		
Industrial Park	147,394,671	209,645,017
Warehouse	24,195,057	99,647,710
High-Cube Parcel Hub Warehouse	24,195,057	99,647,710
High-Cube Cold Storage Warehouse	39,987,109	51,806,573
Total Energy Demands	***235,771,894***	***460,747,010***
Specific Plan Annual Facility Energy Demands	***316,821,552***	***460,747,010***
Refer to Appendix 11.12 for detailed calculations.		

The facility operational energy demands for the buildout of Planning Areas 2, 4, 6 (east), 7, and 8 in 2040 are estimated to be 81,050 MWh per year of electricity. Planning Areas 1, 3, and 5 would be projected to have an electricity demand of 235,772 MWh per year. Electricity would be supplied by LCE. Additionally, it should be noted that developments within the Specific Plan would incorporate Mitigation Measure AQ-19 which would require future developments to provide structural capacity to accommodate roof-top solar panels capable of producing enough renewable energy to meet 50 percent of facility operational electricity demands.

As previously discussed, Planning Areas 2, 4, 6 (east), 7, and 8 would not consume natural gas, and as such use of natural gas is not considered in the analysis for these Planning Areas. Since specific information about developments within Planning Areas 1, 3, and 5 is unknown at this stage of the planning process, it was conservatively assumed that the land uses within these areas would utilize natural gas. Planning Areas 1, 3, and 5 are projected to result in a natural gas demand of approximately 460,747,010 kBTU per year.

The Specific Plan would propose conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The future development within the Specific Plan does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential, industrial and commercial uses of similar scale and configuration. As such, impacts would be less than significant.

Conclusion

Future development within the Specific Plan would comply with Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25 to reduce energy consumptions. However, none of the mitigation measures are quantifiable at the planning stage, and therefore mitigated energy consumptions were not presented. As supported by the preceding analyses, construction and operations of future development within the Specific Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy. Implementation of the Specific Plan would therefore not cause or result in the need for additional energy producing or transmission facilities. Development in accordance with the Specific Plan would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, impacts would be less than significant.

Mitigation Measures:

ANNEXATION AREA

No mitigation measures are required.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

CONFLICT WITH APPLICABLE ENERGY PLAN

EN-2 THE PROJECT COULD CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Impact Analysis:

ANNEXATION ANALYSIS

The General Plan contains energy resources and efficiency objectives and policies that would help implement renewable energy and energy efficiency measures and would subsequently reduce energy consumption within the City. As the proposed annexation would not affect the City's building energy consumption, the Title 24 standards, CALGreen Code, and RPS do not apply to the proposed annexation. While no development is currently proposed within the annexation area, future developments would be required to comply with the energy requirements/codes listed above. Therefore, the proposed annexation would result in less than significant impacts associated with renewable energy or energy efficiency plans.

SPECIFIC PLAN ANALYSIS

The Specific Plan's consistency with the applicable State and local plans is discussed below.

Consistency with Intermodal Surface Transportation Efficiency Act (ISTEA)

Transportation and access to the Specific Plan area is provided by the local and regional roadway systems. The Specific Plan would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Specific Plan area. As such, impacts would be less than significant.

Consistency with Transportation Equity Act (TEA-21)

The Specific Plan area is located along major transportation corridors with proximate access to the interstate freeway system. Interchanges along State Route 14 with connections to the specific plan area include Avenue D, Avenue F, Avenue G and Avenue H. Future development within the Specific Plan facilitates access, acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Specific Plan supports the planning processes emphasized under TEA-21. The Specific Plan is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21. As such, impacts would be less than significant.

Consistency with Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Specific Plan area by LCE via SCE distribution lines. LCE's *Integrated Resource Plan* builds on existing State programs and policies. As such, the Specific Plan is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2023 IEPR. As such, impacts would be less than significant.

Additionally, future development within the Specific Plan would comply with applicable Title 24 standards which would ensure that energy demands of future development within the Specific Plan are not inefficient, wasteful, or otherwise unnecessary. As such, the Specific Plan would support the goals presented in the 2023 IEPR. As such, impacts would be less than significant.

Consistency with State of California Energy Plan

The Specific Plan area is located along major transportation corridors with proximate access to the interstate freeway system. The future development within the Specific Plan takes advantage of existing infrastructure systems. The Specific Plan therefore supports urban design and planning processes identified under the *State of California Energy Plan*, is consistent with, and would not otherwise interfere with or obstruct, implementation of the *State of California Energy Plan*. As such, impacts would be less than significant.

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards

The 2022 version of Title 24 was adopted by the CEC and became effective on January 1, 2023. The 2025 version is expected to become effective January 1, 2026. Future development within the Specific Plan area would be required to comply with the Title 24 standards in place at the time plan check submittals are made. Therefore, the Specific Plan would not result in a significant impact on energy resources and would be consistent with the latest Title 24 Standards. As such, impacts would be less than significant.

Consistency with California Code Title 24, Part 11, CALGreen

As previously stated, CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular

basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022, and became effective on January 1, 2023. The 2025 version is anticipated to become effective on January 1, 2026. Future development within the Specific Plan area would be required to comply with the applicable standards in place at the time plan check submittals are made. As such, impacts would be less than significant.

Consistency with AB 1493

AB 1493 is not applicable to the Specific Plan as it is a Statewide measure establishing vehicle emissions standards. No feature of the Specific Plan would interfere with implementation of the requirements under AB 1493. As such, impacts would be less than significant.

Consistency with Renewable Portfolio Standard (RPS)

California's RPS is not applicable to the Specific Plan as it is a Statewide measure that establishes a renewable energy mix. No feature of the Specific Plan would interfere with implementation of the requirements under RPS. As such, impacts would be less than significant.

Consistency with SB 350

Future development within the Specific Plan would use energy from LCE which has committed to diversifying their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Specific Plan would interfere with implementation of SB 350. Additionally, future development within the Specific Plan area would be designed and constructed to implement the energy efficiency measures for new industrial uses and would include several measures designed to reduce energy consumption. As such, impacts would be less than significant.

Consistency with CEQA Appendix F

As supported in the preceding sections, the Specific Plan would achieve the goals of energy conservation as identified in Appendix F of the State CEQA Guidelines. The project would decrease overall per capita energy consumption by being consistent with the ISTEA, TEA-21, 2023 IEPR, State of California Energy Plan, and Title 24 Standards. The Specific Plan would increase reliance on renewable energy sources by being consistent with the 2023 IEPR, Title 24 Standards, and SB 350. As such, based on the preceding discussion and supporting evidence, a less than significant impact is expected with respect to CEQA Guidelines Appendix F criteria.

Consistency with City of Lancaster General Plan

As stated in Section 4.3.7, *Construction Energy Efficiency/Conservation Measures*, and Section 4.4.5, *Operational Energy Efficiency/Conservation Measures*, of Appendix 11.12, energy-saving features and operational programs would be incorporated into facilities developed pursuant to the standards of the proposed Specific Plan.

As shown above, the Specific Plan would not conflict with any of the State or local plans. Further, future development within the Specific Plan area would comply with Mitigation Measures AQ-3, AQ-

4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25 to reduce energy consumptions. As such, the Specific Plan would result in less than significant impacts.

Mitigation Measures:

ANNEXATION AREA

No mitigation measures are required.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.15.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects; refer to Table 4-2, Cumulative Projects List.

ENERGY CONSUMPTION AND PLAN CONSISTENCY

- **IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES.**

- **IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS COULD CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.**

Impact Analysis:

ANNEXATION ANALYSIS

The geographic context for cumulative energy consumption impacts for electricity and natural gas is Countywide and relative to LCE and SoCal Gas's service areas. While the geographic context for the transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of Countywide consumption. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. As discussed above, the proposed annexation would not result in direct energy consumption and energy demand of future projects within the annexation would be evaluated on a

project-by-project basis. Additionally, all future projects within the annexation and other cumulative projects developed in accordance with the General Plan would be subject to all applicable energy standards, as well as the objectives and policies of the General Plan. Cumulative development projects also would be required to implement any required mitigation measures on a project-by-project basis, as applicable. Thus, the proposed annexation and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. As such, implementation of the annexation and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impact would be less than significant.

SPECIFIC PLAN ANALYSIS

As discussed above, future development within the Specific Plan would result in direct energy consumption and energy demand during construction and operation. Future development within the Planning Areas 2, 4, 6 (east), 7, and 8 would not consume natural gas on-site. However, it is assumed the remaining Planning Areas within the Specific Plan would utilize natural gas. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. As discussed above, the proposed Specific Plan would not result in wasteful inefficient, or unnecessary energy consumption and energy demand. Additionally, all cumulative projects listed in Table 4-2 would be subject to applicable local, regional, State, and federal energy standards. Cumulative development projects also would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Thus, future development within the Specific Plan and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. Further, future development within the Specific Plan would comply with Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25 to reduce energy consumption. Implementation of the Specific Plan and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impact would be less than significant.

Mitigation Measures:

ANNEXATION AREA

No mitigation measures are required.

SPECIFIC PLAN AREA

Refer to Mitigation Measures AQ-3, AQ-4, AQ-6, AQ-8 through AQ-11, AQ-13 through AQ-15, AQ-18 through AQ-21, and AQ-23 through AQ-25.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.15.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to energy have been identified.

5.16 NOISE

This section evaluates short-term construction-related and long-term operational noise and vibration impacts associated with implementation of the proposed project. This section is primarily based upon the following technical study (refer to Appendix 11.13, *Noise Assessment*):

- *Antelope Valley Commerce Center Noise and Vibration Analysis, City of Lancaster,* (Noise Assessment), prepared by Urban Crossroads, Inc., dated April 21, 2025.

5.16.1 EXISTING SETTING

NOISE SCALES AND DEFINITIONS

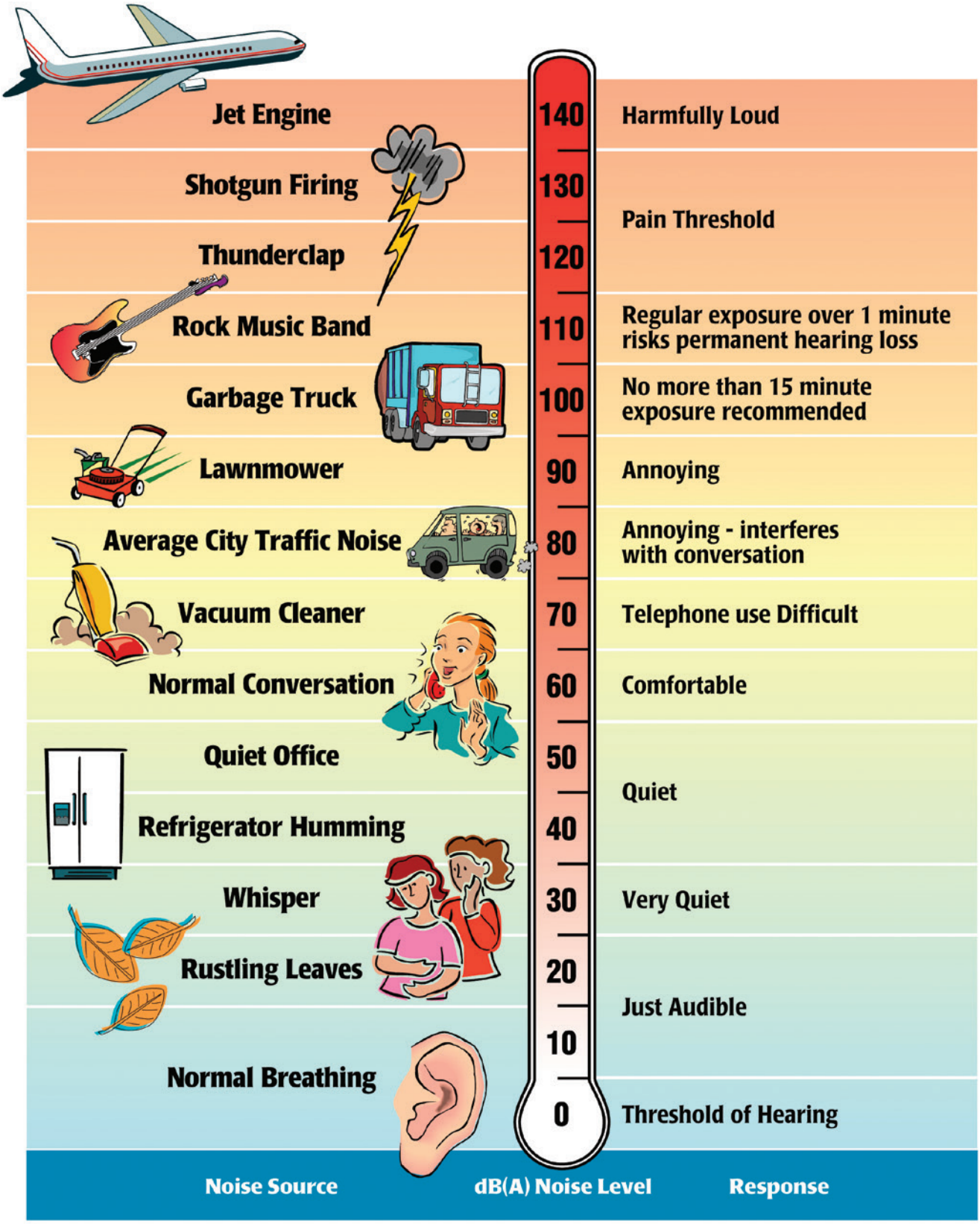
Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Exhibit 5.16-1, *Common Environmental Noise Levels*.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.16-1, *Noise Descriptors*.



Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Common Environmental Noise Levels

Michael Baker INTERNATIONAL

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Exhibit 5.16-1

Table 5.16-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;

- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUNDBORNE VIBRATION

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum

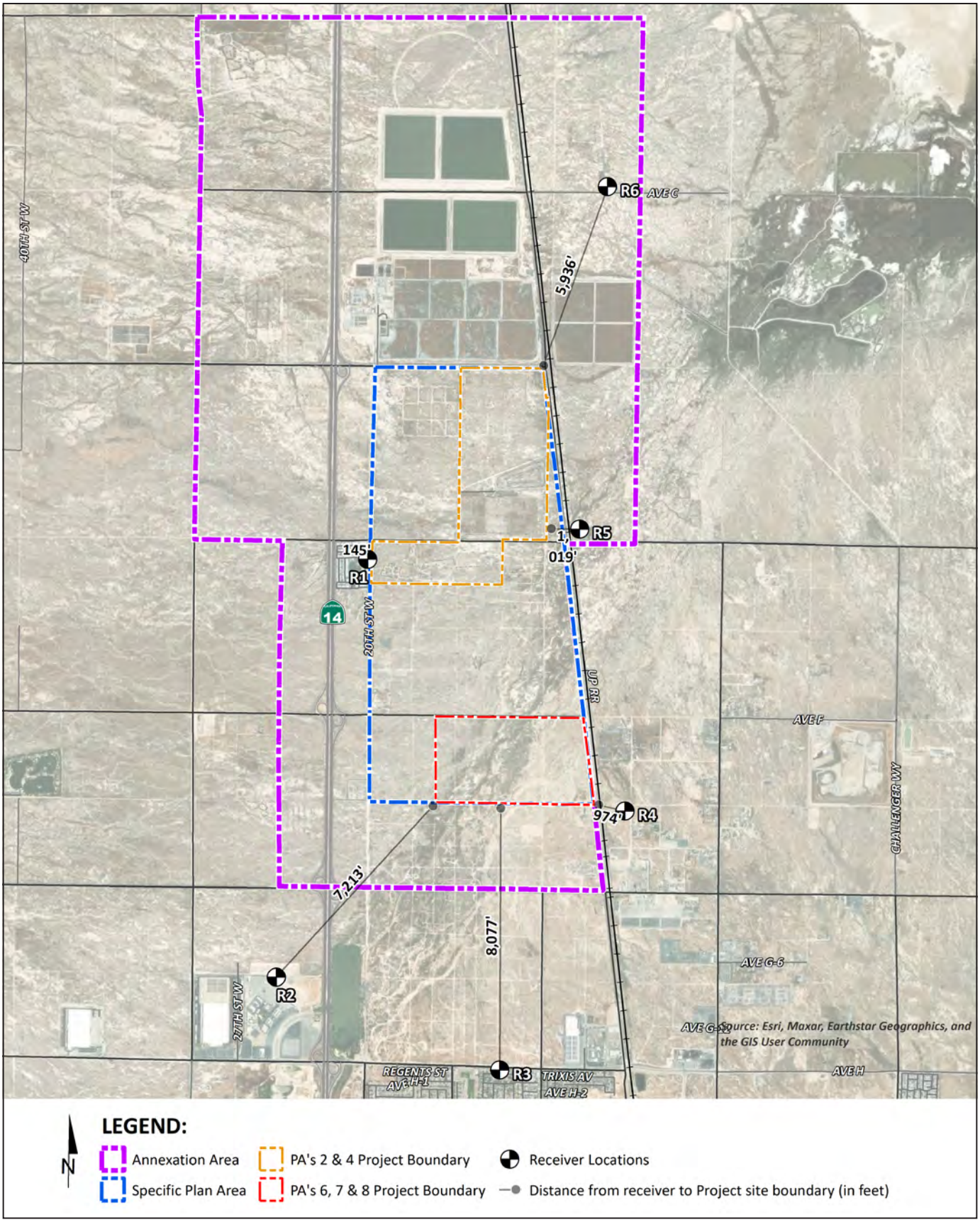
instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. Typically, groundborne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Both construction and operation of development projects can generate groundborne vibration.

SENSITIVE RECEPTORS

Sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. The selection of receptor locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA).

To assess the potential for long-term stationary operational and short-term construction noise impacts, the following sensitive receptor locations shown on Exhibit 5.16-2, *Sensitive Receptor Location*, were identified as representative locations for analysis. Other sensitive land uses in the project study area that are located at greater distances than those identified in this section would experience lower noise levels than those presented in this section due to the additional attenuation from distance and the shielding of intervening structures. The following is the list of the closest sensitive receptors. It should be noted that the distance shown below is based on the sensitive receptors distance from the proposed development within Planning Areas 2, 4, 6, 7, and 8 of the Specific Plan area and the boundary of the Specific Plan; refer to Exhibit 3-4 and Exhibit 5.16-2.

- R1: Location R1 represents the Leisure Lakes Mobile Estates near the residences along Lakeview East, approximately 145 feet west of the Specific Plan area. This sensitive receptor is located closest to Planning Area 4 of the Specific Plan area. R1 is measures from the private outdoor living areas (backyards) facing Planning Area 4. It should be noted that this receptor is within unincorporated Los Angeles County. Additionally, this receptor location is within the annexation area and adjoins the western boundary of Planning Area 4 of the Specific Plan area.



Source: Urban Crossroads, Inc., 2025

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Sensitive Receptor Locations

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Exhibit 5.16-2

- R2: Location R2 represents Antelope Valley RV Park at 2551 Avenue G-8, approximately one mile to the south of the Specific Plan area. Additionally, this sensitive receptor is located 7,213 feet southwest of the eastern portion of Planning Area 6. This receptor is located outside of the annexation area and within the City's limit. R2 is measured from boundary line facing Planning Area 6.

- R3: Location R3 represents the existing residence at 1145 Regents Street, approximately 8,077 feet south of the Specific Plan area. This sensitive receptor is located closest to Planning Area 6 and 7 of the Specific Plan area. This receptor is located outside of the annexation area and within the City's limit. R3 is measured from the private outdoor living areas (backyards) facing Planning Areas 6 and 7.

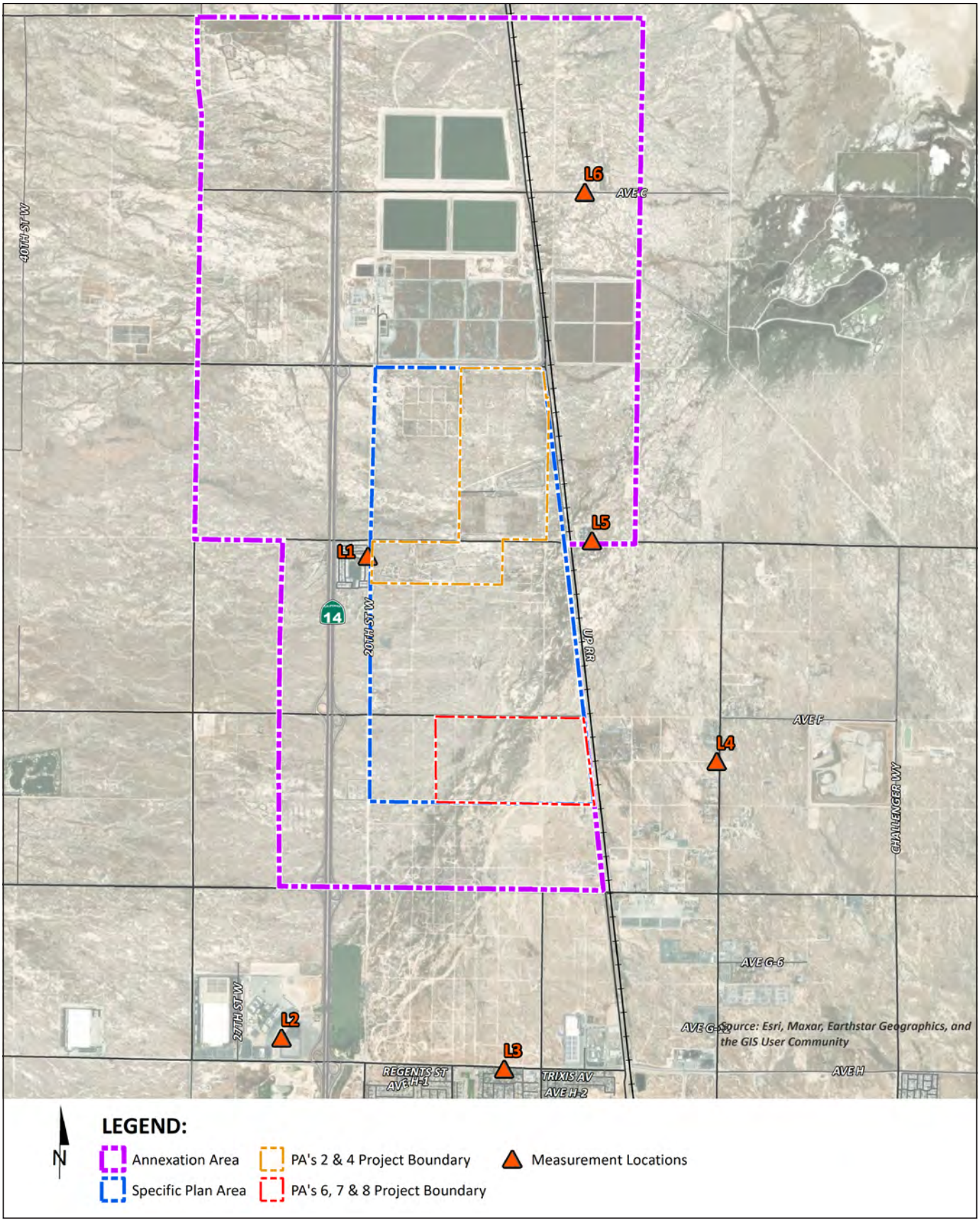
- R4: Location R4 represents the existing residence at 47149 5th Street West, approximately 974 feet southeast of the Specific Plan area. This sensitive receptor is located closest to Planning Area 8 of the Specific Plan area. R4 is measured from the private outdoor living areas (backyards) facing the project site.

- R5: Location R5 represents Mitchell's Avenue E RV Park at 721 West Avenue E, approximately 377 feet east of the Specific Plan area. R5 is measured from the RV facing Planning Area 3.

- R6: Location R6 represents the existing residence located on West Avenue C, approximately 5,936 feet northeast of the Specific Plan area. This sensitive receptor is located closest to Planning Area 2 of the Specific Plan area. R6 is measured from the private outdoor living areas (backyards) facing Planning Area 2.

AMBIENT NOISE MEASUREMENTS

To quantify existing ambient noise levels within and around project site, noise measurements were conducted on December 14, 2024; refer to Exhibit 5.16-3, *Noise Measurement Locations,* and Table 5.16-2, *Long-Term Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. A total of six 24-hour noise level measurements were conducted and were positioned as close to the nearest sensitive receptors within and surrounding the project site. The selected noise measurement locations were determined to characterize the noise environment and are representative of each location.



Source: Urban Crossroads, Inc., 2025

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ENVIRONMENTAL IMPACT REPORT

Noise Measurement Locations

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Exhibit 5.16-3

Table 5.16-2
Long-Term Noise Measurements

Location Number	Location	Energy Average Noise Level (dBA L_{eq})		CNEL
		Daytime	Nighttime	
L1	Located west of the Planning Area 4 of the Specific Plan area, near the residence along Lakeview East.	56.4	48.9	57.9
L2	Located southwest of the annexation area near 2551 Avenue G-8.	65.7	55.1	65.6
L3	Located south of the annexation area near the residence at 1615 Regents Street.	72.6	64.6	73.8
L4	Located east of the annexation area near the residence at 47257 Division Street.	55.0	47.7	56.5
L5	Located east of the Planning Area 2 of the Specific Plan area, near 721 Avenue E.	70.4	59.8	70.6
L6	Located northeast of the Planning Area 2 of the Specific Plan area and within the annexation area. Specifically, this measurement is located near the existing residence just north of Avenue C.	51.2	46.9	54.7

Notes: dBA = A-weighted decibels; L_{eq} = Equivalent Sound Level; CNEL = Community Noise Equivalent Level
1. Refer to Exhibit 5.16-3 for the location of the long-term noise measurements.
2. Daytime reflects the hours between 7:00 a.m. through 10:00 p.m. while nighttime reflects the hours 10:00 p.m. through 7:00 a.m.

Source: Refer to Appendix 11.13, *Noise Assessment.*

5.16.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) offers guidelines for community noise exposure in the publication *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise.* These guidelines consider occupational noise exposure as well as noise exposure in homes. The U.S. EPA recognizes an exterior noise level of 55 decibels day-night level (dB L_{dn}) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The U.S. EPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the U.S. EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

STATE LEVEL

State of California Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use

compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

LOCAL LEVEL

City of Lancaster General Plan 2030

SAFETY ELEMENT (FORMERLY PLAN FOR PUBLIC HEALTH AND SAFETY)

The Noise section of the Safety Element was adopted by the City to control and abate environmental noise, and to protect the citizens of the City from excessive exposure to noise. The Noise section specifies the maximum exterior noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. To protect City residents from excessive noise, the Noise section contains the following noise-related goals and policies relevant to the proposed project:

Goal 4.3:	Promote noise-compatible land use relationships by implementing the noise standards identified in Table 4-3 (Table 5.16-3, *Noise Compatible Land Use Objectives*, below) to be utilized for design purposes in new development, and establishing a program to attenuate existing noise problem.
Policy 4.3.1:	Ensure that noise-sensitive land uses and noise generators are located and designed so that City noise objectives will be achieved.
Policy 4.3.2:	Wherever feasible, manage the generation of single event noise levels (SENL) from motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities such that SENL levels are no greater than 15 dBA above the noise objectives included in the Plan for Public Health and Safety.
Policy 4.3.3:	Ensure that the provision of noise attenuation does not create significant negative visual impacts.

Table 5.16-3
Noise Compatible Land Use Objectives

Land Use Category	Community Noise Exposure (CNEL)	
	Maximum Exterior	Maximum Interior
Rural, Single-Family, Multiple-Family Residential	65 dBA	45 dBA
Schools:		
Classrooms	65 dBA	45 dBA
Playgrounds	70 dBA	-
Libraries	-	50 dBA
Hospitals/Convalescent Facilities:		
Living Areas	-	50 dBA
Sleeping Areas	-	40 dBA
Commercial and Industrial	70 dBA	-
Office Areas	-	50 dBA

Source: Refer to Appendix 11.13, *Noise Assessment*.

Lancaster Municipal Code

The City's standards governing environmental noise are set forth in Chapter 8.24, *Noise Regulations*, of the Lancaster Municipal Code (LMC). Specifically, the City has set restrictions with respect to the hours during which construction activity may take place: LMC Section 8.24.040, *Loud, unnecessary and unusual noises prohibited - Construction and Building*, indicates that:

> *"…a person at any time on Sunday or any day between the hours of 8:00 p.m. and 7:00 a.m. shall not perform any construction or repair work of any kind upon any building or structure or perform any earth excavating, filling or moving where any of the foregoing entails the use of any air compressor, jack hammer, power-driven drill, riveting machine, excavator, diesel-powered truck, tractor or other earth moving equipment, hard hammers on steel or iron or any other machine tool, device or equipment which makes loud noises within 500 feet of an occupied dwelling, apartment, hotel, mobile home or other place of residence."*

Pursuant to LMC Section 8.24.030, *Loud, unnecessary, and unusual noise prohibited*, the City places restrictions on unnecessary noises that may annoy other individuals Specifically, LMC Section 8.24.030 states:

> *"No person shall make, cause or suffer, or permit to be made upon any premises owned, occupied or controlled by him/her any unnecessary noises or sounds which are physically annoying to persons of ordinary sensitiveness which are so harsh or so prolonged or unnatural or unusual in their use, time, or place as to occasion physical discomfort to the inhabitants of any neighborhood."*

5.16.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist Form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statements NOI-1 and NOI-2);

b) Generate excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-3); and/or

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels (refer to Impact Statement NOI-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

METHODOLOGY

Construction Noise

FHWA Roadway Construction Noise Model and Computer Aided Noise Abatement

To estimate the construction noise impacts, reference noise levels for construction equipment from the FHWA Roadway Construction Noise Model (RCNM) was used. The RCNM equipment database provides a comprehensive list of noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during construction activities.

The construction equipment reference noise levels are then inputted into a noise prediction model using the CadnaA computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate site plans, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. CadnaA calculates the distance from each noise source to the noise receptor locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receptor and the partial noise level contributions by noise source.

Mobile Noise

FHWA Traffic Noise Prediction Model- FHWA-RD-77-108

To calculate the expected roadway noise from operational vehicular traffic, a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108 was utilized. This methodology is commonly used to describe the off-site traffic noise levels throughout southern California. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL) by vehicle type. REMEL represents the maximum sound level (L_{max}) of individual vehicle "pass by" events by vehicle type when measured at a "reference distance" of 50 feet from the center of the travel lane.

In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("“hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. This is the same methodology and approach used for the General Plan EIR.

Operational Stationary Noise

Computer Aided Noise Abatement

To estimate the operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed industrial uses in Planning Areas 2, 4, 6, 7, and 8. The reference noise levels are then inputted into a noise prediction model using the CadnaA computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate site plans, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. CadnaA calculates the distance from each noise source to the noise receptor locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receptor and the partial noise level contributions by noise source.

Vibration

The following evaluation utilizes the FTA's equation in determining vibration impacts at a certain distance using a reference vibration level.

- $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

- where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance
- PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
- D = the distance from the equipment to the receiver

Reference vibration levels from construction equipment are acquired through the FTA's Transit Noise and Vibration Impact Assessment Manual. These reference construction equipment vibration levels are then inputted into the equation with a sensitive receptor's distance from the closest boundary of Planning Areas 2, 4, 6, 7, and 8 of the Specific Plan.

NOISE IMPACT CRITERIA

Construction and Operational Noise Thresholds

To control noise-generating construction activities, considerations must be given to the magnitude of the noise level increase, the existing baseline ambient noise levels, and the location of sensitive receptors. Considerations of these factors would determine if a project's construction and/or operational noise level would represent a significant impact. However, the following evaluation recognize that a single noise increase would not render the noise impact as significant. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the ambient or existing noise levels. In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will typically be judged.

Sensitive Noise Receptors (Permanent Noise Level Increase)

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the CNEL and L_{eq}. FICON utilizes the following evaluation to determine a significant impact:

A project would result in a significant impact if the following criteria were met:

1. If the existing ambient noise levels is less than 60 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 5 dBA CNEL or more.
2. If the existing ambient noise levels is between 60 to 65 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 3 dBA CNEL or more.
3. If the existing ambient noise levels is greater than 65 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 1.5 dBA CNEL or more.

In addition, to control operational noise source activities, the City of Lancaster General Plan Safety Element outlines the 24-hour CNEL noise level limits by land use type. For noise sensitive residential land uses, the Noise Compatible Land Use Objectives identify an exterior noise level limit of 65 dBA CNEL.

Non-Sensitive Noise Receptors (Permanent Noise Level Increase)

The General Plan *Noise Compatible Land Use Objectives* were used to establish the satisfactory noise levels of significance for the non-noise-sensitive land uses; refer to Table 5.16-3. As shown in Table 5.16-3, a maximum exterior noise level criteria of 70 dBA CNEL is used to describe non-noise-sensitive land use. To determine if the project's traffic noise would be a significant impact at off-site non-sensitive receptors, a "barely perceptible" 3 dBA criteria would be used. When the "without project" traffic noise levels are greater than the City's maximum exterior noise level criteria of 70 dBA, a "barely perceptible" 3 dBA or greater noise level increase would be considered a significant impact as the established noise level criteria has already been exceeded. It should be noted that the significance determination discussed above for non-sensitive receptors is consistent with the FICON noise level increase thresholds for noise sensitive receptors but would instead rely on the City's *Noise Compatible Land Use Objectives* 70 dBA CNEL exterior noise level criteria.

Construction Noise (Temporary Noise Level Increase)

To control the noise-generating construction activities, the temporary noise level increases over the existing ambient conditions as a result of construction-related activities must be considered. According to the California Department of Transportation (Caltrans) *Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects,* a significant impact would occur if construction activities would increase the existing ambient noise levels by 15 dBA or more. As such, a significant impact would occur if construction-related noise increases the existing ambient noise levels by 15 dBA.

Vibration

Vibration impacts from the construction of the proposed project are evaluated based on the thresholds established by the Caltrans *Transportation and Construction Vibration Guidance Manual*. As the proposed project would result in construction activities near existing residential uses, vibration from project-related construction activities would be analyzed for compliance with the residential threshold of 0.3 PPV (in/sec), respectively.

Significance Criteria Summary

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed project; refer to Table 5.16-4, *Significance Criteria Summary*.

Table 5.16-4
Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise Sensitive	If ambient is >70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Residential	Exterior Noise Standards	50 dBA L_{eq}	45 dBA L_{eq}
	Noise-Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Construction	Noise-Sensitive	Noise Level Threshold	80 dBA L_{eq}	70 dBA L_{eq}
		Exterior Noise Level Increase	15 dBA L_{eq}	
		Vibration Level Threshold	0.3 PPV (in/sec)	

Source: Appendix 11.13, *Noise Assessment.*

5.16.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE IMPACTS

NOI-1 CONSTRUCTION-RELATED ACTIVITIES ASSOCIATED WITH PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.

Impact Analysis: Noise from construction activities is generated by two primary sources: (1) the transport of workers and equipment to construction sites and (2) the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or unbearable to sensitive receptors (e.g., residences, hospitals, senior centers, schools, day care facilities, etc.).

ANNEXATION ANALYSIS

The annexation component of the proposed project would annex 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. However, it should be noted that the

annexation would not directly result in any specific development and any future development. Due to the programmatic nature of the annexation area buildout and lack of specific construction-related information (i.e., construction schedule, number of hauling/vendor/worker trips, type of construction equipment, etc.), construction-related noise impacts cannot be accurately determined at this stage of the planning process. It is acknowledged that construction activities are temporary and would cease upon construction competition. Additionally, pursuant to LMC Section 8.24.040, *Loud, unnecessary and unusual noises prohibited - Construction and building*, construction of future new development located within 500 feet of an occupied dwelling, apartment, hotel, mobile home or other place of residence would be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday and would be prohibited on Sundays and holidays.

Nevertheless, all future development within the annexation area would be required to undergo separate review to evaluate project-specific construction-related noise impacts to nearby sensitive receptors and identify any required mitigation. As such, impacts would be less than significant in this regard.

SPECIFIC PLAN ANALYSIS

Construction of future industrial development in accordance with the Specific Plan could temporarily increase the ambient noise environment in the vicinity of each individual project. Construction noise levels are dependent upon the specific locations, site plans, and construction details of each new future development; given the programmatic nature of the Specific Plan, construction-related noise impacts that may occur from future new development within the Specific Plan area are speculative and cannot be accurately determined at this stage of the planning process. As discussed above, pursuant to LMC Section 8.24.040, *Loud, unnecessary and unusual noises prohibited - Construction and building*, construction of future new development located within 500 feet of an occupied dwelling, apartment, hotel, mobile home or other place of residence would be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday and would be prohibited on Sundays and holidays.

Planning Areas 2, 4, 6 (East), 7, and 8

Up to 11.3 million square feet (sf) of industrial warehouse space and associated site improvements would be constructed within Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan. The western half of PA 6 has been previously entitled and its impacts analyzed in a previously approved CEQA document. In addition, the western half of PA 6 has been included as part of the cumulative background conditions that are reflected in the off-site traffic noise analysis. The following analyzes short-term construction impacts associated with the proposed development.

Construction Noise

The FTA *Transit Noise and Vibration Impact Assessment Manual* recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others.

Construction of the proposed industrial uses would involve six stages: demolition, site preparation, grading, building construction, paving, and architectural coating.

The following analysis was prepared using reference construction equipment noise levels from the FHWA published the RCNM. The RCNM equipment database provides a comprehensive list of noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during construction activities. Table 5.16-5, *Construction Reference Noise Levels*, presents the reference noise levels of construction equipment at 50 feet from the source with the assumption that all equipment operates simultaneously.

Table 5.16-5
Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment[1]	Reference Noise Level at 50 feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})[2]	Reference Power Level (dBA L_w)
Demolition	Concrete Saw	83	86.8	118.4
	Grapple (on backhoe)	83		
	Gradall	79		
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	80.6	112.2
	Generator	78		
	Front End Loader	75		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator	70		

Notes:
1. FHWA RCNM.
2. Combined noise level when operating simultaneously.

Source: Refer to Appendix 11.13, *Noise Assessment.*

As shown in Table 5.16-6, *Construction Noise Levels*, the construction noise levels are expected to range from 39.5 to 58.3 dBA L_{eq} at the nearby receptor locations. It should be noted that construction activities are not situated in one location and would move throughout the site. As such, the noise modeling presents construction activities as an area source across the entire Planning Areas 2, 4, 6 (East), 7, and 8. Therefore, the modeled distance from construction activities to sensitive receptors is farther away than the distance from sensitive receptors to the site boundary.

Table 5.16-6
Construction Noise Levels

Receptor Location[1]	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Level
R1	58.3	55.5	54.8	52.1	49.4	47.7	58.3
R2	39.5	36.7	36.0	33.3	30.6	28.9	39.5
R3	39.8	37.0	36.3	33.6	30.9	29.2	39.8
R4	53.3	50.5	49.8	47.1	44.4	42.7	53.3
R5	53.8	51.0	50.3	47.6	44.9	43.2	53.8
R6	40.0	37.2	36.5	33.8	31.1	29.4	40.0

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.

Source: Refer to Appendix 11.13, *Noise Assessment*.

To evaluate whether construction of the industrial development in Planning Areas 2, 4, 6 (east), 7, and 8 would generate potentially significant short-term noise levels at nearby receptor locations, a construction-related noise level threshold of 80 dBA L_{eq} is used as an acceptable threshold to assess construction noise impacts. As shown in Table 5.16-6, the highest noise levels from construction activities (58.3 dBA L_{eq}) would not exceed the 80 dBA L_{eq} threshold. As such, construction noise impacts would be less than significant in this regard.

Ambient Noise Level Increase

To describe the temporary construction noise level contributions to the existing ambient noise environment, the construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receptor locations. The difference between the combined construction and ambient noise levels is used to describe the noise level contribution. Temporary noise level increases that would be experienced at sensitive receptor locations when construction-source noise is added to the existing ambient noise levels shown in Table 5.16-2. A temporary noise level increase of 15 dBA is considered a potentially significant impact based on Caltrans' substantial noise level increase criteria. Table 5.16-7, *Ambient Construction Noise Level Increase*, presents the temporary ambient noise level increases due to construction activities.

Table 5.16-7
Ambient Construction Noise Level Increase

Receptor Location[1]	Total Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels[2]	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	58.3	L1	56.4	60.5	4.1	15	No
R2	39.5	L2	65.7	65.7	0.0	15	No
R3	39.8	L3	72.6	72.6	0.0	15	No
R4	53.3	L4	55.0	57.2	2.2	15	No
R5	53.8	L5	70.4	70.5	0.1	15	No
R6	40.0	L6	51.2	51.5	0.3	15	No

Notes: 1. Refer to Exhibit 5.16-2 for the location of receptors. 2. Refer to Table 5.16-2 for the ambient noise measurements.
Source: Refer to Appendix 11.14, *Noise Assessment.*

As indicated in Table 5.16-7, construction of the industrial developments in Planning Areas 2, 4, 6 (east), 7, and 8 would result in an ambient noise level increase ranging from 0.0 to 4.1 dBA L_{eq} during the daytime hours at the nearest receptor locations. The construction noise analysis shows that the nearest receptor locations would not exceed Caltrans 15 dBA L_{eq} noise level increase threshold of 15 dBA. As such, impacts would be less than significant in this regard.

Nighttime Concrete Pour

Development of the industrial warehouses in Planning Areas 2, 4, 6 (east), 7, and 8 may include nighttime concrete pouring activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during daytime hours and are generally limited to the actual building pad area. A significant impact would occur if nighttime construction activities exceeded the FTA residential 70 dBA L_{eq} noise limit threshold. However, nighttime construction activities are prohibited by LMC Section 8.24.040. Exceptions can be granted based on a specific request from a contractor for specific dates with justification.

To estimate the noise levels due to nighttime concrete pouring activities, sample reference noise level measurements were taken during a nighttime concrete pouring at a construction site in the City of Redlands. Specifically, short-term nighttime concrete pour reference noise level measurements were collected during the noise-sensitive nighttime hours between 1:00 a.m. to 2:00 a.m. at 27334 San Bernardino Avenue in the City of Redlands in July 2015. The reference noise levels describe the expected concrete pour noise sources that may include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating/whistling. The following analysis relies on a reference sound pressure level of 67.7 dBA L_{eq} at 50 feet representing a sound power level of 100.3 dBA L_w. Table 5.16-8, *Nighttime Concrete Pour Noise Levels*, displays the noise levels associated with nighttime concrete pour activities.

Table 5.16-8
Nighttime Concrete Pour Noise Levels

Receptor Locations	Concrete Pour Construction Noise Levels (dBA L_{eq})		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	40.2	70	No
R2	21.4	70	No
R3	21.7	70	No
R4	35.2	70	No
R5	35.7	70	No
R6	21.9	70	No
Notes: 1. Refer to Exhibit 5.16-2 for the location of receptors.			
Source: Refer to Appendix 11.13, *Noise Assessment.*			

As shown in Table 5.16-8, noise levels associated with the nighttime concrete pour activities are estimated to range from 21.4 to 40.2 dBA L_{eq}. Thus, anticipated nighttime concrete pour activities would not exceed the construction noise level threshold of 65 dBA at all the nearest noise sensitive receptor locations. Overall, construction noise impacts associated with nighttime concrete pouring would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM OPERATIONAL NOISE IMPACTS

NOI-2 FUTURE NOISE LEVELS ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY AND EXPOSE PERSONS TO OR GENERATE NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Impact Analysis:

ANNEXATION ANALYSIS

As previously discussed, the annexation component of the proposed project would annex 7,153 acres currently in unincorporated Los Angeles County into the City's jurisdiction. However, the annexation would not directly result in any specific development and any future development, and their corresponding long-term operational noise cannot be accurately determined at this stage of the planning process. Nevertheless, based on the proposed land uses within the annexation area, the *Antelope Valley Commerce Center Traffic Analysis* (Traffic Analysis), prepared by Urban Crossroads, Inc. and dated March 2025, determined that future buildout of the annexation area would generate approximately 163,472 trips. The annexation area is currently located within the jurisdiction of unincorporated Los Angeles County and off-site traffic noise impacts of the project site was previously evaluated in the County General Plan EIR. The County General Plan EIR determined that buildout of the County General Plan, which includes the annexation area, would result in an increase in traffic along local roadways and would substantially increase the existing ambient noise environment.

However, the project would annex the area into the City's jurisdiction. As such, off-site traffic noise would be required to comply with the City's *Noise Compatible Land Use Objectives*; refer to Table 5.16-3. Based on the discretion of the lead agency, future development within the annexation area would be required to undergo separate environmental review under CEQA to evaluate project-specific long-term operational noise impacts to nearby sensitive receptors based on City thresholds and standards and identify any required mitigation. Nevertheless, all developments and land use would be required to comply with the City's noise standards.

Implementation of the proposed annexation would not directly generate stationary operational noise levels as no specific development is proposed. All future development within the annexation area would be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis to ensure that stationary operational noise would not result in a significant noise impact. Overall, impacts would be less than significant in this regard.

SPECIFIC PLAN ANALYSIS

The proposed Specific Plan area would permit light and heavy industrial warehouse uses. Future developments within the Specific Plan area could result in increased traffic and thus, increased traffic noise levels on-site and on adjacent roadways. According to Table 5.16-4, a significant impact would occur if the following criteria are met:

1. If the existing ambient noise levels is less than 60 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 5 dBA CNEL or more.
2. If the existing ambient noise levels is between 60 to 65 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 3 dBA CNEL or more.
3. If the existing ambient noise levels is greater than 65 dBA CNEL, a significant impact would occur if a project would increase the ambient noise levels by 1.5 dBA CNEL or more.

Nevertheless, due to the programmatic nature of the Specific Plan, exact traffic volumes generated by future development is unknown. All future new development projects capable of generating substantial mobile noise would be required to undergo separate environmental review under CEQA to evaluate project-specific impacts on a project-by-project basis, as the extent of impacts become known through the design process. Further, these future new development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions.

Stationary noise would occur as a result of future new development associated with industrial warehouses in accordance with the Specific Plan. Stationary noise sources anticipated include mechanical equipment, loading areas, parking areas, heating, and ventilation units, etc. Given the programmatic level of the proposed Specific Plan, stationary noise impacts that may occur from future new development are speculative and cannot be accurately determined at this stage of the planning process. Further, all future new development projects would be required to undergo separate environmental review under CEQA to evaluate project-specific stationary noise impacts to nearby sensitive receptors and identify any required mitigation. Additionally, future new development associated with buildout of the Specific Plan would be required to adhere to the development standards pertaining to noise. Therefore, a less than significant impacts would occur in this regard.

Planning Areas 2, 4, 6 (east), 7, and 8

Within Planning Areas 2, 4, 6 (east), 7, and 8, 11.3 million sf of industrial warehouse uses and associated site improvements are proposed to be constructed. The following analysis assumes the implementation of several design features such as positioning the orientation of loading dock areas away from sensitive receptors and increasing building setback by placing large parking lot areas

between the loading docks and the residential areas (i.e., Leisure Lakes Mobile Estates). Specifically, Planning Area 2 would position loading docks in a north-south orientation which would ensure sensitive receptors to the west (i.e., Leisure Lakes Mobile Estates) does not have a clear line of sight from activities within the warehouse. The lack of a clear line of sight would attenuate noise. Additionally, the increase in building setback would increase the overall distance from warehouse uses and sensitive receptors and as such, would attenuate noise due to distance.

Mobile Noise

To calculate the expected roadway noise from operational vehicular traffic, a computer program that replicates the FHWA Traffic Noise Prediction Model- FHWA-RD-77-108 was utilized. Table 5.16-9, *Classification of Nearby Roadways*, displays the roadway parameters that were used to assess off-site transportation noise impacts associated with the proposed industrial warehouse uses.

Table 5.16-9
Classification of Nearby Roadways

ID	Roadway	Segment	Roadway Type	Receiving Land Use[1]	Distance from Centerline to Receiving Land Use (Feet)	Vehicle Speed (mph)
1	20th Street West	s/o Avenue E	Collector	Sensitive	32'	50
2	Sierra Highway	n/o Avenue A	Major	Sensitive	59'	55
3	Sierra Highway	s/o Avenue A	Major	Non-Sensitive	59'	55
4	Sierra Highway	n/o Avenue D	Major	Non-Sensitive	59'	55
5	Sierra Highway	n/o Avenue E	Major	Non-Sensitive	59'	55
6	Sierra Highway	n/o Avenue F	Major	Sensitive	59'	55
7	Sierra Highway	n/o Avenue G	Major	Non-Sensitive	59'	55
8	Sierra Highway	n/o Avenue H	Major	Non-Sensitive	59'	55
9	Avenue A	w/o Sierra Highway	Secondary	Sensitive	42'	55
10	Avenue D	w/o 20th Street West	Major	Non-Sensitive	59'	55
11	Avenue D	e/o 20th Street West	Major	Non-Sensitive	59'	55
12	Avenue D	w/o Sierra Highway	Major	Non-Sensitive	59'	55
13	Avenue E	w/o Sierra Highway	Secondary	Non-Sensitive	42'	55
14	Avenue F	w/o 20th Street West	Secondary	Non-Sensitive	42'	55

15	Avenue F	e/o 20th Street West	Secondary	Non-Sensitive	42'	55
16	Avenue F	w/o Sierra Highway	Secondary	Non-Sensitive	42'	55
17	Avenue G	w/o Sierra Highway	Secondary	Non-Sensitive	42'	55

Notes:
1. Based on the aerial imagery. Noise sensitive uses limited to existing residential land uses.

Source: Refer to Appendix 11.14, *Noise Assessment.*

To describe off-site traffic impacts, the receiving land use adjacent to each roadway segment is identified as a sensitive or non-sensitive land use. Sensitive land uses are limited to existing residential uses based on a review of aerial imagery. It is expected that only the existing receptors would experience a change in the ambient noise levels over time. The existing average daily trips (ADT) along these roadways are presented in Table 5.16-10, *Average Daily Traffic Volumes*. ADT volumes are based on the Traffic Analysis. The following traffic conditions are presented in Table 5.16-10:

1. Existing Without Proposed Development;
2. Existing With Proposed Development;
3. Background (2031) Without Proposed Development; and
4. Background (2031) With Proposed Development.

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of traffic distributions. The following evaluation relies on a comparative evaluation of the off-site traffic noise impacts at the boundary of the right-of-way of the receiving adjacent land use, without and with ADT traffic volumes from the Traffic Analysis. Consistent with the Traffic Analysis, development of the proposed industrial uses in Planning Areas 2, 4, 6, 7, and 8 is anticipated to generate a net total of 21,182 two-way trips per day (actual vehicles) which includes 4,940 truck trips.

Table 5.16-10
Average Daily Traffic Volumes

ID	Roadway	Segment	Average Daily Traffic Volumes			
			Existing		Background (2031)	
			Without Proposed Development	With Proposed Development	Without Proposed Development	With Proposed Development
1	20th Street West	s/o Avenue E	2,282	5,344	3,299	6,362
2	Sierra Highway	n/o Avenue A	6,782	7,841	7,642	8,701
3	Sierra Highway	s/o Avenue A	7,813	9,684	8,766	10,638
4	Sierra Highway	n/o Avenue D	8,197	10,068	9,186	11,057
5	Sierra Highway	n/o Avenue E	11,409	11,990	12,791	13,373
6	Sierra Highway	n/o Avenue F	7,119	9,715	8,111	10,708
7	Sierra Highway	n/o Avenue G	7,402	10,333	9,375	12,305
8	Sierra Highway	n/o Avenue H	6,761	8,632	8,249	10,121
9	Avenue A	w/o Sierra Highway	1,346	2,158	1,468	2,280
10	Avenue D	w/o 20th Street West	3,859	11,999	4,416	12,556
11	Avenue D	e/o 20th Street West	3,349	11,489	3,859	11,999

12	Avenue D	w/o Sierra Highway	3,349	4,799	3,859	5,310
13	Avenue E	w/o Sierra Highway	202	2,217	220	2,236
14	Avenue F	w/o 20th Street West	3,586	11,826	7,157	15,397
15	Avenue F	e/o 20th Street West	1,330	6,508	2,049	7,227
16	Avenue F	w/o Sierra Highway	1,330	2,194	2,403	3,267
17	Avenue G	w/o Sierra Highway	3,218	3,218	3,562	3,562

Notes:
1. Based on the *Antelope Valley Commerce Center Traffic Analysis*, prepared by Urban Crossroads, Inc. and dated January 2025.

Source: Refer to Appendix 11.13, *Noise Assessment.*

To quantify the off-site noise levels, the truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix. Please refer to Table 6-4, *Existing with Project Vehicle Mix,* and Table 6-5, *Background (2031) With Project Vehicle Mix,* of the Noise Assessment for the vehicle splits with and without the proposed development used in the FHWA noise prediction model; refer to Appendix 11.13.

An analysis of existing traffic noise levels plus traffic noise generated by the proposed development in Planning Areas 2, 4, 6 (east), 7, and 8 has been included in this analysis. This scenario is provided solely for informational purposes and would not occur, since the proposed development would not be fully developed and occupied under existing conditions. Table 5.16-11, *Existing Without Proposed Development*, shows existing noise conditions without the proposed development. As shown in Table 5.16-11, existing noise levels without the proposed development would have noise levels ranging from 56.6 to 72.2 dBA CNEL without accounting for any noise attenuation features such as noise barriers or topography.

Table 5.16-11
Existing Without Proposed Development

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	20th Street West	s/o Avenue E	Sensitive	67.5	RW	47	101
2	Sierra Highway	n/o Avenue A	Sensitive	69.9	RW	125	269
3	Sierra Highway	s/o Avenue A	Non-Sensitive	70.5	64	137	296
4	Sierra Highway	n/o Avenue D	Non-Sensitive	70.7	66	142	306
5	Sierra Highway	n/o Avenue E	Non-Sensitive	72.2	82	177	381
6	Sierra Highway	n/o Avenue F	Sensitive	70.1	60	129	278
7	Sierra Highway	n/o Avenue G	Non-Sensitive	70.3	62	133	286
8	Sierra Highway	n/o Avenue H	Non-Sensitive	69.9	RW	125	269
9	Avenue A	w/o Sierra Highway	Sensitive	64.8	RW	RW	88
10	Avenue D	w/o 20th Street West	Non-Sensitive	67.4	RW	86	185
11	Avenue D	e/o 20th Street West	Non-Sensitive	66.8	RW	78	168

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
12	Avenue D	w/o Sierra Highway	Non-Sensitive	66.8	RW	78	168
13	Avenue E	w/o Sierra Highway	Non-Sensitive	56.6	RW	RW	RW
14	Avenue F	w/o 20th Street West	Non-Sensitive	69.1	RW	79	169
15	Avenue F	e/o 20th Street West	Non-Sensitive	64.8	RW	RW	87
16	Avenue F	w/o Sierra Highway	Non-Sensitive	64.8	RW	RW	87
17	Avenue G	w/o Sierra Highway	Non-Sensitive	68.6	RW	73	158
Notes: "RW" = Location of noise contours falls within the right of way of the road							
Source: Refer to Appendix 11.13, *Noise Assessment.*							

Table 5.16-12, *Existing With Proposed Development*, shows the existing noise levels with the proposed development. Existing uses with the proposed development would have noise levels ranging from 65.8 to 78.9 dBA CNEL.

Table 5.16-12
Existing Uses With Proposed Development

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	20th Street West	s/o Avenue E	Sensitive	75.3	72	154	333
2	Sierra Highway	n/o Avenue A	Sensitive	71.7	76	164	353
3	Sierra Highway	s/o Avenue A	Non-Sensitive	72.2	83	178	384
4	Sierra Highway	n/o Avenue D	Non-Sensitive	72.3	85	182	392
5	Sierra Highway	n/o Avenue E	Non-Sensitive	72.6	88	190	409
6	Sierra Highway	n/o Avenue F	Sensitive	72.7	90	194	417
7	Sierra Highway	n/o Avenue G	Non-Sensitive	73.2	96	208	448
8	Sierra Highway	n/o Avenue H	Non-Sensitive	71.8	78	167	360
9	Avenue A	w/o Sierra Highway	Sensitive	65.8	RW	47	102
10	Avenue D	w/o 20th Street West	Non-Sensitive	76.4	158	340	732
11	Avenue D	e/o 20th Street West	Non-Sensitive	76.3	156	336	723
12	Avenue D	w/o Sierra Highway	Non-Sensitive	70.5	64	137	296
13	Avenue E	w/o Sierra Highway	Non-Sensitive	70.4	45	97	208
14	Avenue F	w/o 20th Street West	Non-Sensitive	78.9	164	353	761

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
15	Avenue F	e/o 20th Street West	Non-Sensitive	76.8	119	255	550
16	Avenue F	w/o Sierra Highway	Non-Sensitive	68.5	RW	72	155
17	Avenue G	w/o Sierra Highway	Non-Sensitive	68.6	RW	73	158
Notes: "RW" = Location of noise contours falls within the right of way of the road							
Source: Refer to Appendix 11.13, *Noise Assessment.*							

Additionally, Table 5.16-13, *Existing With Proposed Development Traffic Noise Level Increase*, shows that the proposed development would increase off-site traffic noise by 0.4 to 13.8 dBA CNEL. Based on the significance criteria shown Table 5.16-4, 14 of the study area roadways segments are shown to experience potentially significant off-site traffic noise increases.

Table 5.16-13
Existing with Proposed Development Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Proposed Development	With Proposed Development	Proposed Development Addition	Limit	Project Impact?
1	20th Street West	s/o Avenue E	Sensitive	67.5	75.3	7.8	1.5	**Yes**
2	Sierra Highway	n/o Avenue A	Sensitive	69.9	71.7	1.8	1.5	**Yes**
3	Sierra Highway	s/o Avenue A	Non-Sensitive	70.5	72.2	1.7	1.5	**Yes**
4	Sierra Highway	n/o Avenue D	Non-Sensitive	70.7	72.3	1.6	1.5	**Yes**
5	Sierra Highway	n/o Avenue E	Non-Sensitive	72.2	72.6	0.4	1.5	No
6	Sierra Highway	n/o Avenue F	Sensitive	70.1	72.7	2.6	1.5	**Yes**
7	Sierra Highway	n/o Avenue G	Non-Sensitive	70.3	73.2	2.9	1.5	**Yes**
8	Sierra Highway	n/o Avenue H	Non-Sensitive	69.9	71.8	1.9	1.5	**Yes**
9	Avenue A	w/o Sierra Highway	Sensitive	64.8	65.8	1.0	3.0	No
10	Avenue D	w/o 20th Street West	Non-Sensitive	67.4	76.4	9.0	1.5	**Yes**
11	Avenue D	e/o 20th Street West	Non-Sensitive	66.8	76.3	9.5	1.5	**Yes**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Proposed Development	With Proposed Development	Proposed Development Addition	Limit	Project Impact?
12	Avenue D	w/o Sierra Highway	Non-Sensitive	66.8	70.5	3.7	1.5	**Yes**
13	Avenue E	w/o Sierra Highway	Non-Sensitive	56.6	70.4	13.8	5.0	**Yes**
14	Avenue F	w/o 20th Street West	Non-Sensitive	69.1	78.9	9.8	1.5	**Yes**
15	Avenue F	e/o 20th Street West	Non-Sensitive	64.8	76.8	12.0	3.0	**Yes**
16	Avenue F	w/o Sierra Highway	Non-Sensitive	64.8	68.5	3.7	3.0	**Yes**
17	Avenue G	w/o Sierra Highway	Non-Sensitive	68.6	68.6	0.00	0.00	No

Source: Refer to Appendix 11.13, *Noise Assessment.*

Table 5.16-14, *Background (2031) Without Proposed Development*, presents the Background (2031) noise levels without the proposed development. Background (2031) without the proposed development would experience noise levels ranging from 57.0 to 72.6 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography.

Table 5.16-14
Background (2031) Without Proposed Development

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	20th Street West	s/o Avenue E	Sensitive	69.1	RW	60	129
2	Sierra Highway	n/o Avenue A	Sensitive	70.4	63	135	292
3	Sierra Highway	s/o Avenue A	Non-Sensitive	71.0	69	148	320
4	Sierra Highway	n/o Avenue D	Non-Sensitive	71.2	71	153	330
5	Sierra Highway	n/o Avenue E	Non-Sensitive	72.6	89	191	411
6	Sierra Highway	n/o Avenue F	Sensitive	70.7	65	141	304
7	Sierra Highway	n/o Avenue G	Non-Sensitive	71.3	72	155	334
8	Sierra Highway	n/o Avenue H	Non-Sensitive	70.7	66	142	307
9	Avenue A	w/o Sierra Highway	Sensitive	65.2	RW	43	93
10	Avenue D	w/o 20th Street West	Non-Sensitive	68.0	RW	94	202
11	Avenue D	e/o 20th Street West	Non-Sensitive	67.4	RW	86	185
12	Avenue D	w/o Sierra Highway	Non-Sensitive	67.4	RW	86	185
13	Avenue E	w/o Sierra Highway	Non-Sensitive	57.0	RW	RW	RW

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
14	Avenue F	w/o 20th Street West	Non-Sensitive	72.1	58	125	269
15	Avenue F	e/o 20th Street West	Non-Sensitive	66.7	RW	54	117
16	Avenue F	w/o Sierra Highway	Non-Sensitive	67.3	RW	60	130
17	Avenue G	w/o Sierra Highway	Non-Sensitive	69.1	RW	78	169
Notes: "RW" = Location of noise contours falls within the right of way of the road							
Source: Refer to Appendix 11.13, *Noise Assessment.*							

Table 5.16-15, *Background (2031) With Proposed Development*, shows the Background (2031) noise levels with the proposed development. Background (2031) with the proposed development would have noise levels ranging from 66.1 to 79.3 dBA CNEL.

Table 5.16-15
Background (2031) With Proposed Development

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	20th Street West	s/o Avenue E	Sensitive	69.1	75.6	6.5	1.5
2	Sierra Highway	n/o Avenue A	Sensitive	70.4	72.0	1.6	1.5
3	Sierra Highway	s/o Avenue A	Non-Sensitive	71.0	72.5	1.5	1.5
4	Sierra Highway	n/o Avenue D	Non-Sensitive	71.2	72.7	1.5	1.5
5	Sierra Highway	n/o Avenue E	Non-Sensitive	72.6	73.1	0.5	1.5
6	Sierra Highway	n/o Avenue F	Sensitive	70.7	73.1	2.4	1.5
7	Sierra Highway	n/o Avenue G	Non-Sensitive	71.3	73.8	2.5	1.5
8	Sierra Highway	n/o Avenue H	Non-Sensitive	70.7	72.4	1.7	1.5
9	Avenue A	w/o Sierra Highway	Sensitive	65.2	66.1	0.9	1.5
10	Avenue D	w/o 20th Street West	Non-Sensitive	68.0	76.5	8.5	1.5
11	Avenue D	e/o 20th Street West	Non-Sensitive	67.4	76.4	9.0	1.5
12	Avenue D	w/o Sierra Highway	Non-Sensitive	67.4	70.8	3.4	1.5
13	Avenue E	w/o Sierra Highway	Non-Sensitive	57.0	70.5	13.5	5.0
14	Avenue F	w/o 20th Street West	Non-Sensitive	72.1	79.3	7.2	1.5
15	Avenue F	e/o 20th Street West	Non-Sensitive	66.7	76.9	10.2	1.5
16	Avenue F	w/o Sierra Highway	Non-Sensitive	67.3	69.8	2.5	1.5

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
17	Avenue G	w/o Sierra Highway	Non-Sensitive	69.1	75.6	6.5	1.5
Notes: "RW" = Location of noise contours falls within the right of way of the road							
Source: Refer to Appendix 11.13, *Noise Assessment.*							

Additionally, Table 5.16-16, *Background (2031) With Proposed Development Traffic Noise Level Increase*, shows that the Background (2031) with the proposed development would increase off-site traffic noise by 0.5 to 13.5 dBA CNEL. Based on the significance criteria shown Table 5.16-4, 12 of the study area roadways segments are shown to experience potentially significant off-site traffic noise increases.

Table 5.16-16
Background (2031) With Proposed Development Traffic Noise Level Increase

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Proposed Development	With Proposed Development	Proposed Development Addition	Limit	Project Impact?
1	20th Street West	s/o Avenue E	Sensitive	69.1	75.6	6.5	1.5	**Yes**
2	Sierra Highway	n/o Avenue A	Sensitive	70.4	72.0	1.6	1.5	**Yes**
3	Sierra Highway	s/o Avenue A	Non-Sensitive	71.0	72.5	1.5	1.5	No
4	Sierra Highway	n/o Avenue D	Non-Sensitive	71.2	72.7	1.5	1.5	No
5	Sierra Highway	n/o Avenue E	Non-Sensitive	72.6	73.1	0.5	1.5	No
6	Sierra Highway	n/o Avenue F	Sensitive	70.7	73.1	2.4	1.5	**Yes**
7	Sierra Highway	n/o Avenue G	Non-Sensitive	71.3	73.8	2.5	1.5	**Yes**
8	Sierra Highway	n/o Avenue H	Non-Sensitive	70.7	72.4	1.7	1.5	**Yes**
9	Avenue A	w/o Sierra Highway	Sensitive	65.2	66.1	0.9	1.5	No
10	Avenue D	w/o 20th Street West	Non-Sensitive	68.0	76.5	8.5	1.5	**Yes**
11	Avenue D	e/o 20th Street West	Non-Sensitive	67.4	76.4	9.0	1.5	**Yes**
12	Avenue D	w/o Sierra Highway	Non-Sensitive	67.4	70.8	3.4	1.5	**Yes**
13	Avenue E	w/o Sierra Highway	Non-Sensitive	57.0	70.5	13.5	5.0	**Yes**

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Proposed Development	With Proposed Development	Proposed Development Addition	Limit	Project Impact?
14	Avenue F	w/o 20th Street West	Non-Sensitive	72.1	79.3	7.2	1.5	**Yes**
15	Avenue F	e/o 20th Street West	Non-Sensitive	66.7	76.9	10.2	1.5	**Yes**
16	Avenue F	w/o Sierra Highway	Non-Sensitive	67.3	69.8	2.5	1.5	**Yes**
17	Avenue G	w/o Sierra Highway	Non-Sensitive	69.1	69.1	0.0	1.5	No

Source: Refer to Appendix 11.13, *Noise Assessment*.

As discussed, implementation of the proposed development would result in traffic noise increases on 14 study area roadway segments under the existing condition, which would exceed the incremental noise level thresholds shown in Table 5.16-4. To mitigate noise from off-site traffic, the implementation of noise barriers and rubberized asphalt were considered. Specifically, the implementation of rubberized asphalt was considered on 14 roadway segments that would result in potentially significant off-site traffic noise; refer to Table 5.16-13 and Table 5.16-16. Implementation of rubberized asphalt can provide noise attenuation of approximately 4 dBA from roadway noise. However, it should be noted that the proposed development's off-site traffic would be primarily comprised of heavy trucks. Noise from heavy trucks would not be reduced from rubberized asphalt as the noise sources from heavy trucks (truck engine and exhaust stack) would be located approximately 11.5 feet above the ground. As such, implementation of rubberized asphalt would only reduce tire/pavement noise associated with automobiles and would not adequately reduce project-generated off-site noise levels below significance thresholds. Nevertheless, rubberized asphalt is the City standard for all roadways and any new roadway construction within the annexation area will be required to utilize rubberized asphalt. Thus, implementation of rubberized asphalt is not a feasible mitigation measure.

The implementation of off-site noise barriers to reduce traffic noise was also considered. Noise barriers would provide a 5 dBA noise reduction by blocking the line of site from the noise source and the receptor. However, as previously discussed, heavy trucks noise sources (truck engine and exhaust stacks) are located approximately 11.5 feet above the ground. While the construction of 12-foot-high noise barriers could conceivably reduce the absolute exterior noise levels, it will not change the fact that the source traffic noise levels will increase due to the added traffic volumes. In addition, any noise barriers would block views and result in aesthetic and visual impacts affecting passersby that would offset any noise attenuation benefits that may result from such walls. Lastly, many of the needed off-site walls are on property owned or controlled by others. As such, the implementation of noise barriers tall enough (11.5 feet) and long enough to reduce impacts along roadways would be infeasible. Additionally, project applicants cannot construct off-site walls or other features at properties owned by other individuals and businesses and sound walls along City roadways would conflict with the General Plan. As such, construction of noise barriers is infeasible and would not be viable as a proposed mitigation measure. Off-site traffic noise impacts associated with the proposed

development on Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan area would be significant and unavoidable.

Stationary Sources and Operational Noise

Stationary sources and operational noise associated with the proposed industrial uses in Planning Areas 2, 4, 6 (east), 7, and 8 includes cold storage loading dock activities, tractor trailer storage activity, roof-top air conditioning units, parking lot vehicle movements, trash enclosure activities, and truck movement. To analyze the potentials noise levels from stationary sources and other operational noises, reference noise level measurements were collected from similar types of activities. Table 5.16-17, *Operational and Stationary Source Reference Noise Levels*, details the noise level reference at 50 feet for cold storage loading dock activities, tractor trailer storage activity, roof-top air conditioning units, parking lot vehicle movements, trash enclosure activities, and truck movement.

Table 5.16-17
Operational and Stationary Source Reference Noise Levels

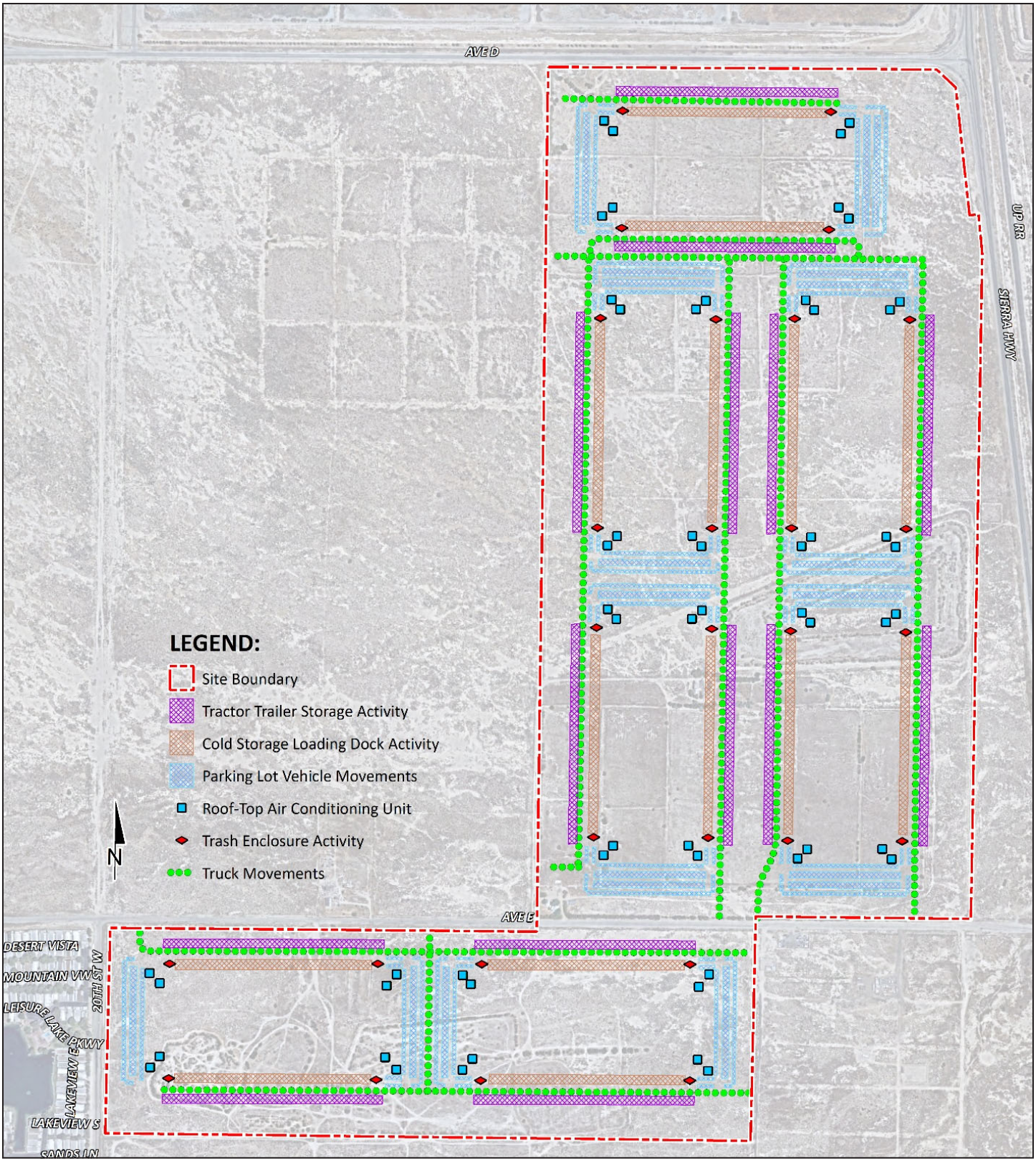
Reference Noise Source	Noise Source Height (feet)	Minute/Hour[1]		Reference Noise Level (dBA L_{eq}) at 50 feet	Sound Power Level (dBA)
		Day	Night		
Cold Storage Loading Dock Activities	8	60	60	65.7	111.5
Tractor Trailer Storage Activity	8	60	60	62.8	103.4
Roof-Top Air Conditioning Units	5	39	28	57.2	88.9
Parking Lot Vehicle Movements	5	60	60	52.6	81.1
Trash Enclosure Activity	5	60	30	57.3	89.0
Truck Movements	8	60	60	59.8	93.2

Notes:
1. Number of minutes out of an hour (60 minutes) the noise activity occurs.

Source: Refer to Appendix 11.13, *Noise Assessment.*

Utilizing the reference noise levels detailed in Table 5.16-17, the noise levels from the proposed development were modeled at six identified receptors; refer to Exhibit 5.16-2. Noise sources modeled include cold storage loading dock activities, tractor trailer storage activity, roof-top air conditioning units, parking lot vehicle movements, trash enclosure activities, and truck movement. The locations of stationary and operational noise sources modeled in CadnaA were based on conceptual site plans; refer to Exhibit 5.16-4a, *Stationary and Operational Noise Source Locations in Planning Area 2 and 4* and Exhibit 5.16-4b, *Stationary and Operational Noise Source Locations in Planning Area 6 through 8*.

Table 5.16-18, *Proposed Development Stationary Operational Noise Levels*, displays the development's combined noise levels from all sources during the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.). As shown in Table 5.16-18, operational noise levels at nearby receptors would range from 37.3 to 55.4 dBA CNEL.



Source: Urban Crossroads, Inc., January 8, 2024

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

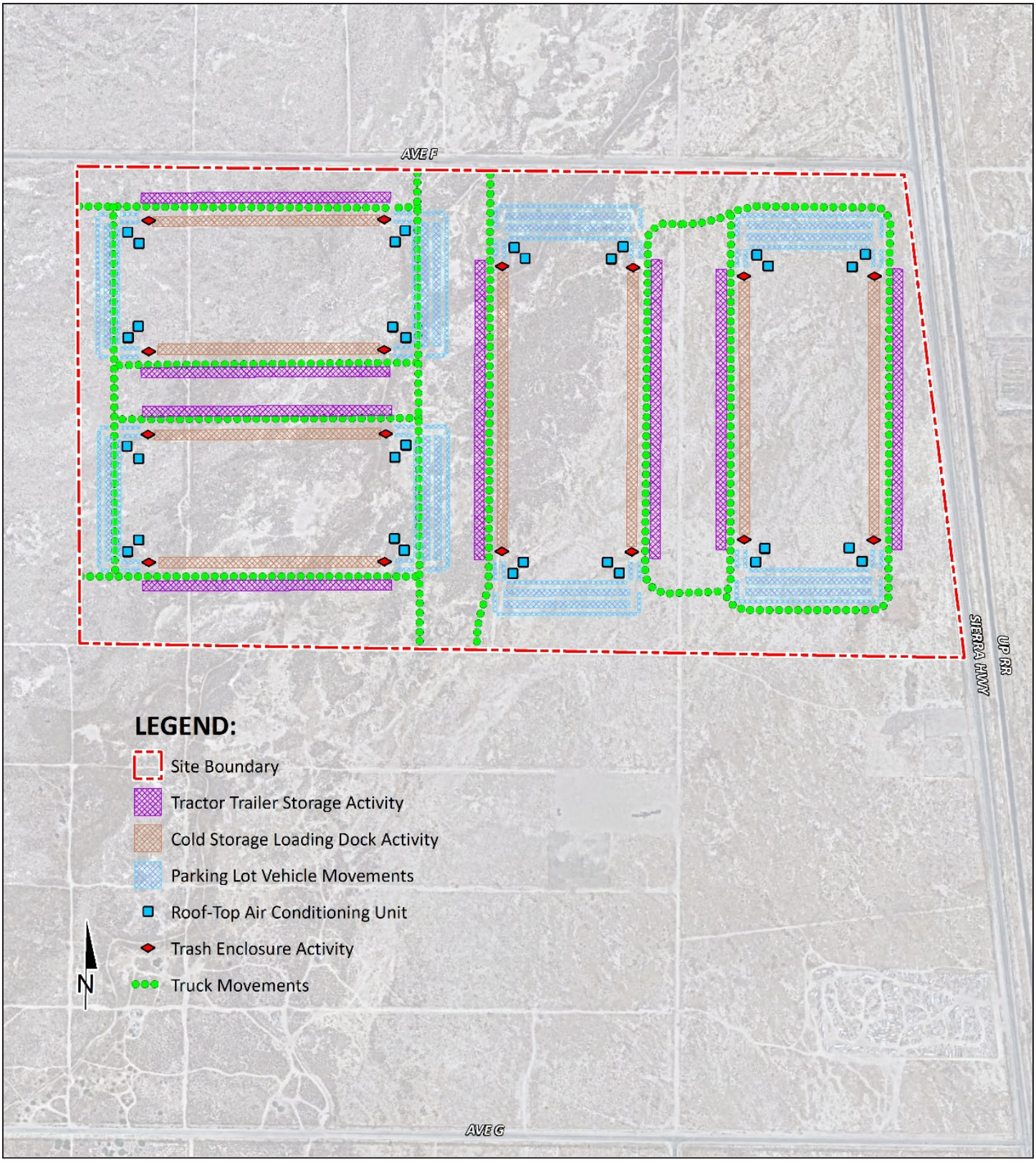
Stationary and Operational Noise Source Location in Planning Areas 2 and 4

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

Exhibit 5.16-4a



Source: Urban Crossroads, Inc., January 8, 2024

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Stationary and Operational Noise Source Location in Planning Areas 6 Through 8

Michael Baker INTERNATIONAL

NOT TO SCALE

03/2025 • JN 202359

Exhibit 5.16-4b

Table 5.16-18
Proposed Development Stationary Operational Noise Levels

Noise Source	Operational Noise Levels by Receptor Location (CNEL)[1]					
	R1	R2	R3	R4	R5	R6
Cold Storage Loading Dock Activities	46.4	36.2	38.7	51.1	54.5	40.7
Tractor Trailer Storage Activity	40.4	29.7	31.7	43.7	47.2	33.7
Roof-Top Air Conditioning Units	39.0	18.5	18.3	31.3	34.4	21.1
Parking Lot Vehicle Movements	40.3	16.1	17.1	30.5	33.1	18.8
Trash Enclosure Activity	22.8	13.2	14.1	27.9	30.6	16.2
Truck Movements	33.0	21.4	21.5	32.6	35.4	22.3
Total (All Sources)	**48.8**	**37.3**	**39.6**	**52.0**	**55.4**	**41.6**

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.

Source: Refer to Appendix 11.13, *Noise Assessment.*

To demonstrate compliance with local noise regulations, the stationary operational noise levels are evaluated against exterior noise level thresholds based on the City's exterior noise level standards at the nearest noise-sensitive receptor locations. As shown in Table 5.16-19, *Operational Noise Level Compliance*, operational noise levels associated with the proposed industrial uses would not exceed applicable exterior noise standards.

Table 5.16-19
Operational Noise Level Compliance

Receptor Location[1]	Noise Measurement Locations	Project Operational Noise Levels (CNEL)	Noise Level Standards (CNEL)	Noise Standards Exceeded?
R1	L1	48.8	65	No
R2	L2	37.3	65	No
R3	L3	39.6	65	No
R4	L4	52.0	65	No
R5	L5	55.4	65	No
R6	L6	41.6	65	No

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.

Source: Refer to Appendix 11.13, *Noise Assessment.*

Additionally, the stationary operational noise levels from the proposed industrial uses in Planning Areas 2, 4, 6 (east), 7, and 8 were combined with the existing ambient noise levels. As shown in Table 5.16-20, *Proposed Development Operational Noise Level Increase*, noise sources associated with operation of the proposed development would not result in a significant increase in the ambient noise levels.

Table 5.16-20
Proposed Development Operational Noise Level Increase

Receptor Location	Total Project Operational Noise Level	Measurement Location[2]	Reference Ambient Noise Levels[2]	Combined Project and Ambient Noise Level	Project Increase over Ambient	Increase Criteria[3]	Criteria Exceeded?
R1	48.8	L1	57.9	58.4	0.5	5.0	No
R2	37.3	L2	65.6	65.6	0.0	1.5	No
R3	39.6	L3	73.8	73.8	0.0	1.5	No
R4	52.0	L4	56.5	57.8	1.3	5.0	No
R5	55.4	L5	70.6	70.7	0.1	1.5	No
R6	41.6	L6	54.7	54.9	0.2	5.0	No

Notes:
1. Refer to Exhibit 5.16-2 for the location of receptors.
2. Refer to Table 5.16-2.
3. Refer to Table 5.16-4.

Source: Refer to Appendix 11.14, *Noise Assessment.*

As such, stationary noise sources and operational noise associated with the proposed industrial uses in Planning Areas 2, 4, 6 (east), 7, and 8 would not exceed the applicable exterior noise standards. Impacts would be less than significant in this regard.

Mitigation Measures: No feasible mitigation measures are applicable.

Level of Significance: Impacts would be significant and unavoidable.

VIBRATION IMPACTS

NOI-3 PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.

Impact Analysis: Construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. Construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receptor. In addition, not all buildings respond similarly to vibration generated by construction equipment. Groundborne vibrations from construction activities rarely reach levels that damage structures.

ANNEXATION ANALYSIS

As previously discussed, the annexation component of the proposed project would annex 7,153 acres currently in unincorporated County into the City's jurisdiction. However, the annexation would not directly result in any specific development and any future development and their corresponding construction vibrations cannot be accurately determined at this stage of the planning process. Construction of future development within the annexation area would cause construction vibrations. Additionally, the annexation area would permit uses that would potentially require construction equipment capable of generating substantial vibration impacts (i.e., pile driving). Nevertheless, due to the programmatic nature of the annexation area, potential construction activities and its distance from sensitive receptors cannot be determined during this stage of the planning process. All future new development projects would be required to undergo separate environmental review under CEQA to evaluate project-specific construction vibration impacts to nearby sensitive receptors and identify any required mitigation. It should be noted that construction activities are temporary and would cease upon construction completion.

Additionally, the project proposes to pre-zone the annexation area to Rural Residential 2.5 (RR-2.5), Mixed Use-Employment (MU-E), Light Industrial (LI), Public (P), Mobile Home Park (MHP), and Specific Plan (SP), consistent with the proposed land use designations; refer to Exhibit 3-3, *Proposed General Plan and Zoning*. The RR-2.5, MU-E, P, and MHP zones would not comprise of any uses that would result in significant operational vibration impacts. The LI and SP zones would allow for industrial uses within the annexation area which can result in an increase of truck movements along roadways. However, according to the FTA, it is unusual for vibration from sources, such as buses and trucks, to be perceptible, even in locations close to major roads. As such, impacts would be less than significant.

SPECIFIC PLAN ANALYSIS

Construction of future industrial development associated with the proposed Specific Plan could result in temporarily construction-related vibration impacts in the vicinity of each individual project. Construction vibration impacts are dependent upon the specific locations, site plans, and construction details of each new future development. Given the programmatic nature of the proposed Specific Plan, construction-related vibration impacts that may occur from future new development in the Specific Plan area are speculative and cannot be accurately determined at this stage of the planning process. It should be noted that all future new development projects capable of generating substantial construction vibration impacts would be required to undergo separate environmental review under CEQA to evaluate project-specific construction vibration impacts to nearby sensitive receptors and identify any required mitigation.

Similarly, given the programmatic nature of the Specific Plan, operation-related vibration impacts that may occur from future new development in the Specific Plan area is speculative and cannot be accurately determined at this stage of the planning process. Nevertheless, any buildings shall be designed to locate noise-generating equipment and activity in a manner which would have a minimal impact on abutting residentially zoned property as applicable. Light and heavy industrial uses within

the Specific Plan would require proper site planning, building design, and landscaping to minimize impacts. As such, operational impacts would be less than significant in this regard.

Planning Areas 2, 4, 6 (east), 7, and 8

Construction

Construction of the proposed industrial uses in Planning Areas 2, 4, 6 (east), 7, and 8 can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used, distance to affected sensitive receptors, and soil type. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. It is expected that ground-borne vibration from construction activities would cause only intermittent, localized intrusion. Table 5.16-21, *Vibration Source Levels for Construction Equipment*, displays the ground vibration levels associated with various types of construction equipment at 25 feet.

Table 5.16-21
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210
Source: Refer to Appendix 11.13, *Noise Assessment*.	

Utilizing the vibration source levels provided in Table 5.16-21 and the construction vibration assessment methodology from the Caltrans *Transportation and Construction Vibration Guidance Manual*, Table 5.16-22, *Construction Equipment Vibration Levels*, displays the expected construction equipment vibration levels at the nearest receptor locations. Sensitive receptors range from 145 feet to 8,077 feet from future construction activities in Planning Ares 2, 4, 6, 7, and 8 of the Specific Plan area. As shown in Table 5.16-22, sensitive receptors would experience construction vibration levels ranging from 0.000 to 0.015 PPV in/sec. As such, vibration levels at the nearby sensitive receptors would not exceed the vibration threshold of 0.3 PPV in/sec for residential uses as established by the Caltrans *Transportation and Construction Vibration Guidance Manual.*

Additionally, it should be noted that vibration levels reported at the sensitive receptor locations are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating near the boundaries of Planning Ares 2, 4, 6, 7, and 8 of the Specific Plan. As such, impacts associated with construction vibration would be less than significant in this regard.

Table 5.16-22
Construction Equipment Vibration Levels

Receptor Location[1]	Distance to Construction Activity (Feet)	Receptor Vibration Levels (VdB)[2]						Threshold PPV (in/sec)[3]	Threshold Exceeded ?
		Small Bull-dozer	Jack-Hammer	Loaded Trucks	Large Bulldozer	Vibratory Rollers	Highest Vibration Levels		
R1	145	0.000	0.003	0.005	0.006	0.015	0.015	0.3	No
R2	7,213	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R3	8,077	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	974	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R5	1,019	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R6	5,936	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No

Notes:
2. Refer to Exhibit 5.16-2 for the location of receptors.
3. Vibration levels were calculated using the reference vibration levels at 25 feet (refer to Table 5.16-24) and distance to receptors.
4. Thresholds per the Caltrans *Transportation and Construction Vibration Guidance Manual*.

Source: Refer to Appendix 11.13, *Noise Assessment*.

Operations

The proposed industrial uses would not include uses that generate groundborne vibration that could be felt by the nearest sensitive receptors. However, heavy duty trucks associated with project operations would occasionally travel through the surrounding roadways. According to the FTA, it is unusual for vibration from sources, such as buses and trucks, to be perceptible, even in locations close to major roads. As such, it can be reasonably inferred that project operations would not create perceptible vibration impacts to the nearest sensitive receptors. Overall, vibration impacts related to human annoyance and building damage during project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

AIRPORT NOISE IMPACTS

NOI-4 FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.

Impact Analysis: According to Exhibit 2B, *Noise Contours for Compatibility Planning*, and Exhibit 3F, *Compatibility Factor Map*, of the General William J. Fox Airfield Land Use Compatibility Plan, the annexation area, including the Specific Plan area, is not located within the General William J. Fox Airfield 65 dB noise contours. However, employees and visitors to the future developments within the annexation and specific plan areas would be subject to occasional aircraft noise from takeoff and landings. However, noise associated with these events would occur scattered throughout the day and

are a fairly route event in the Antelope Valley. As such, the airport would not expose potential residents, visitors, and/or workers at the project site to excessive noise levels. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.16.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The cumulative analysis below considers the proposed project's impacts in conjunction with future buildout of the General Plan and cumulative projects; refer to Table 4-2, *Cumulative Projects List*.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

- **PROJECT CONSTRUCTION ACTIVITIES, IN CONJUNCTION WITH RELATED PROJECTS, COULD RESULT IN CUMULATIVELY SIGNIFICANT CONSTRUCTION NOISE IMPACTS.**

Impact Analysis: Construction activities associated with development within the annexation area and Specific Plan and cumulative projects may overlap, resulting in construction noise in the project vicinity. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. It should be noted that approximately eight cumulative projects are located within the annexation area. As discussed, construction-related analysis regarding future development in Planning Areas 1, 3, and 5 cannot be analyzed due to its programmatic nature. The closest cumulative projects to Planning Areas 2, 4, 6, 7, and 8 are Cumulative Projects 16, 20, 24, and 27; refer to Exhibit 4-1. However, the construction impacts for Cumulative Projects 16 and 27 are evaluated above as they are in Planning Areas 2, 4, 6, 7, and 8. Due to the distance, Cumulative Projects 20 and 24, in addition with the construction of the remainder of the Specific Plan, may result in construction noise overlap.

The proposed annexation would not directly result in any specific development. Future cumulative projects would undergo environmental review under CEQA to evaluate project-specific construction noise impacts. Future construction activities associated with cumulative development projects would also be required to comply with the Municipal Code and incorporate mitigation measures on a project-by-project basis, as applicable, to reduce construction noise pursuant to CEQA provisions. As the proposed development within Planning Areas 2, 4, 6 (east), 7, and 8 would not exceed applicable construction noise thresholds, cumulative construction noise impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

LONG-TERM OPERATIONAL NOISE IMPACTS

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH RELATED PROJECTS, COULD RESULT IN CUMULATIVELY SIGNIFICANT OPERATIONAL NOISE IMPACTS.**

Impact Analysis:

MOBILE NOISE

Cumulative projects would be required to undergo environmental review on a project-by-project basis to evaluate operational mobile noise impacts and implement any required mitigation measures, as applicable, pursuant to CEQA provisions. As discussed above, the buildout of the annexation area would introduce up to 163,472. Of which, the proposed industrial uses in Planning Areas 2, 4, 6 (east), 7, and 8 would generate 21,182 two-way trips per day, which includes 4,940 truck trips. The proposed annexation would not propose any specific development; however, buildout of the annexation area based on the proposed land use designations would result in approximately 163,472 trips. The proposed development in Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan would exceed applicable noise significance thresholds along surrounding roadways; refer to Table 5.16-13 and Table 5.19-16. Due to the programmatic nature of Planning Areas 1, 3, and 5, exact trip generation from permitted uses and their corresponding trip distribution along local roadways are unknown during this planning process. Nevertheless, all future new development projects would be required to undergo separate environmental review under CEQA to evaluate project-specific mobile noise impacts to nearby sensitive receptors and identify any required mitigation.

As the proposed development would exceed applicable noise thresholds for off-site mobile noise, cumulative impacts would similarly be significant and unavoidable in this regard. As previously discussed, there are no feasible mitigation measures to reduce off-site traffic noise associated with the proposed developments in Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan. As such, the project's cumulative noise impacts would be significant and unavoidable in this regard.

STATIONARY NOISE

Although cumulative projects have been identified within the project vicinity, noise generated by stationary sources on a given site cannot be quantified due to the speculative nature of each development. Each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The closest cumulative projects to Planning Areas 2, 4, 6, 7, and 8 are Cumulative Projects 16, 20, 24, and 27; refer to Exhibit 4-1. However, the construction impacts for Cumulative Projects 16 and 27 are evaluated above as they are located in Planning Areas 2, 4, 6, 7, and 8. The next closest cumulative projects to the Specific Plan area are Cumulative Projects 20 and 24. However, as noted above, the proposed development in Planning areas 2, 4, 6, 7, and 8 would not result in significant stationary noise impacts that would significantly affect surrounding sensitive receptors. It should be noted that the evaluation

above was unable to quantify stationary noise impacts from annexation area and Planning Areas 1, 3, and 5 due to its programmatic nature (i.e., lack of information regarding site plans, location of stationary sources, and density of stationary sources, etc.). Nevertheless, the proposed project would not result in cumulatively considerable stationary noise impacts. Impacts in this regard would be less than significant.

Mitigation Measures: No feasible mitigation measures would apply.

Level of Significance: Impacts would be significant and unavoidable.

VIBRATION IMPACTS

- **PROJECT IMPLEMENTATION COULD RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.**

Impact Analysis: Future buildout of the annexation area and Specific Plan area could generate groundborne vibration during construction activities. Construction activities associated with the proposed project and cumulative projects may overlap. Despite the potential for overlap, groundborne vibration generated from the construction of the proposed development in Planning Areas 2, 4, 6 (east), 7, and 8 of the Specific Plan would not exceed the Caltrans significance threshold of 0.3 PPV in/sec. Approximately eight cumulative projects are located within the annexation area. The closest cumulative projects to Planning Areas 2, 4, 6 (east), 7, and 8 are Cumulative Projects 16, 20, 24, and 27; refer to Exhibit 4-1. However, the vibration impacts for Cumulative Projects 16 and 27 are evaluated above as they are located in Planning Areas 2, 4, 6 (east), 7, and 8. Due to the distance, Cumulative Projects 20 and 24 may result in overlapping vibration impacts. As discussed above, due to the programmatic nature of the annexation area and Planning Area 1, 3, and 5, construction-related vibration impacts cannot be quantified. Nevertheless, all future new development projects would be required to undergo separate environmental review under CEQA to evaluate project-specific construction-related vibration impacts to nearby sensitive receptors and identify any required mitigation. Nevertheless, the proposed land uses in annexation area and Specific Plan would not include any activities capable of generating substantial operational vibration impacts. However, because the proposed development within Planning Areas 2, 4, 6 (east), 7, and 8 would not exceed appliable Caltrans vibration thresholds, cumulative vibration impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.16.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project would result in significant and unavoidable impacts related to project-generated and cumulative off-site traffic noise.

6.0 OTHER CEQA CONSIDERATIONS

Pursuant to *CEQA Guidelines* Section 15126.2, the following is a discussion of short- and long-term implications of the project; irreversible environmental changes that would occur if the project is implemented; and growth-inducing impacts resulting from project implementation.

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

A variety of short- and long-term impacts could occur on a local level with approval of the annexation and North Lancaster Industrial Specific Plan (NLISP). For example, future light and heavy industrial development in accordance with the NLISP may temporarily impact adjacent uses from dust and noise during construction activities. Short-term soil erosion may also occur during grading activities. There may also be an increase in emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the established regulatory framework; refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

The project would create long-term environmental consequences associated with future development in northern Lancaster. Project development and the subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of the project include, but are not limited to, increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (landscape maintenance, heating, ventilation, and air conditioning, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur as a result of mobile source emissions generated from project-related traffic, and stationary source emissions generated from the consumption of natural gas and electricity.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to *CEQA Guidelines* Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in *CEQA Guidelines* Section 15126.2(d):

> *"Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely, Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also*

irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The environmental impacts associated with implementation of the proposed project are analyzed in Section 5.0 and Section 8.0. Future development implemented in accordance with the proposed General Plan and zoning designations in the annexation area and industrial development implemented in accordance with the proposed Specific Plan would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during each individual project's construction phase and would continue throughout its operational lifetime. Future developments would require a commitment of resources including building materials; fuel and operational materials/resources; and transportation of goods and people to and from individual project sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources include, but are not limited to, lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

Future developments would consume resources similar to those currently consumed within the City and County (e.g., energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle trips, fossil fuels, water, etc.). Fossil fuels would represent the primary energy source associated with construction activities, and the existing, finite supplies of these natural resources would be incrementally reduced. Future operational activities would occur in accordance with Title 24, Part 6 of the *California Code of Regulations*, which sets forth conservation practices that would limit energy consumption. The project's energy requirements would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

Additionally, construction activities associated with future developments could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions; refer to Section 5.8, *Hazards and Hazardous Materials*. All potential demolition, grading, and excavation activities would be subject to the established regulatory framework to ensure that hazardous materials are not released into the environment. Compliance with the established regulatory framework would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In conclusion, future development accommodated through project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses. However, consumption of these resources would occur with any development in the region and are not unique to the proposed project. As such, although irreversible environmental changes would result from the project, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR analyze a project's growth inducing impacts. Specifically, *CEQA Guidelines* Section 15126.2(e) requires that an EIR:

> *"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas]. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."*

In general, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service and provision of new access to an area);
- Fosters economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fosters population growth (e.g., construction of additional housing or employment-generating land uses), either directly or indirectly;
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or
- Develops or encroaches on an isolated or adjacent area of open space (being distinct from an infill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing under CEQA. Generally, growth inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

It is noted that while CEQA does require an EIR to "discuss the ways" a project could be growth inducing and "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment," CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages; see *CEQA Guidelines* Section 15145, *Speculation*.

In accordance with the *CEQA Guidelines* and based on the above-listed criteria, the project's potential growth inducing impacts are analyzed below.

IMPACT ANALYSIS

The proposed project involves two components: 1) annexation of 7,153 acres (project site) from unincorporated Los Angeles County into the City of Lancaster jurisdiction and 2) adoption of the proposed North Lancaster Industrial Specific Plan, which would allow up to approximately 38.5 million square feet (sf) of industrial development. Within Planning Areas 2, 4, 6, 7, and 8 of the NLISP, approximately 11.3 million sf of industrial warehouse buildings and associated site improvements would be constructed.

Removal of an Impediment to Growth

The proposed annexation of the project site into the City's jurisdiction would not directly remove any impediment to growth as no development is proposed to occur as part of the project and the same types of development are currently allowed under Los Angeles County zoning. However, the proposed Specific Plan would accommodate 38.5 million sf of industrial development in an area that is primarily vacant and undeveloped. Of the 38.5 million sf, 11.3 million sf of industrial use is proposed within Planning Areas 2, 4, 6, 7, and 8. The Specific Plan includes vehicular and non-vehicular circulation and access route plans, a potable water infrastructure plan, a recycled water infrastructure plan, a sanitary sewer infrastructure plan, and a dry utilities infrastructure plan, to ensure adequate services to future development within the Specific Plan area. Thus, the proposed project would remove an impediment to growth by establishing and planning for essential public services (i.e., water, wastewater, stormwater, solid waste, and dry utility services) in an area that currently does not have such services. Additionally, while the project site can currently be accessed by existing roadways, the project proposes roadway improvements that would enhance access to the project area. These public services and utilities would gradually be improved/installed as development occurs within the Specific Plan area and would be the sole responsibility of future project applicants/developers. Overall, the proposed project would remove impediments to growth by establishing essential public services and providing improved access to the project area.

Economic Growth

The proposed project would involve a General Plan Amendment to amend the General Plan Land Use Map to reflect annexation of the project site and application of the proposed land use designations, including Non-Urban Residential (NU), Mixed Use (MU), Light Industrial (LI), Public (P), Multiple Family Residential (MR1), and Specific Plan (SP); refer to Exhibit 3-3, *Proposed General Plan and Zoning*. The project also involves a Pre-Zone to pre-zone the project site correlating zones to the proposed land use designations and would include Rural Residential 2.5 (RR-2.5), Mixed Use-Employment (MU-E), LI, P, Mobile Home Park (MHP), and SP.

Potential buildout of the annexation area (excluding the Specific Plan area) would result in up to 15,594,480 sf of nonresidential development and 1,837 dwelling units; refer to Table 3-1, *Annexation Area Buildout Potential*. Additionally, buildout of the Specific Plan area would accommodate up to 38.5

million sf of industrial development; refer to Table 3-2, *Specific Plan Buildout Potential*. The potential buildout of the entire project site would substantially increase employment opportunities within the City and thus, result in economic growth and increased revenue base. Thus, the project is considered growth inducing in regard to economic growth.

Population Growth

A project can induce population growth in an area either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). As state above, buildout of the annexation area (excluding the Specific Plan area) would result in up to 15,594,480 sf of nonresidential development and 1,837 dwelling units, and buildout of the Specific Plan area would accommodate up to 38.5 million sf of industrial development; refer to Table 3-1 and Table 3-2. Thus, the project would foster population growth through the development of new residential and nonresidential development within the City.

Additionally, as stated above, the Specific Plan establishes and plans for essential public services (i.e., water, wastewater, stormwater, solid waste, and dry utility services) and transportation improvements in an area that currently has minimal transportation improvements and utility infrastructure. Overall, the proposed project would induce direct and indirect population growth.

Precedent-Setting Action

The project would not involve any innovation or change in the City's zoning and general plan amendment approval process. While the project would require an annexation, General Plan Amendment, Pre-Zone, and Specific Plan, future development in accordance with the proposed City land use and zoning in the annexation area and the proposed Specific Plan land use designations would be required to undergo the City's ministerial and/or discretionary review process and may require separate environmental review under CEQA. The project is not considered growth inducing with regards to establishing a precedent-setting action.

Development or Encroachment of Open Space

While much of the project site and surrounding areas are vacant and undeveloped with scattered rural residences, mobile home parks, and industrial uses, the project site and surrounding areas are not designated or zoned open space. Therefore, the proposed project would not develop or encroach into open space.

SUMMARY

In summary, project implementation is considered growth inducing with respect to removing an impediment to growth, fostering economic growth, and inducing population growth. The project is not considered growth inducing with respect to developing a precedent-setting action or developing and encroaching on open space.

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7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Under the California Environmental Quality Act (CEQA), the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code (PRC) Section 21002.l(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the *CEQA Guidelines* as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*[1]

The *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[2] The *CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[3]

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. *CEQA Guidelines* Section 15126.6(f)(1) states that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site ...*

Beyond these factors, *CEQA Guidelines* Section 15126.6(e) require the analysis of a "no project" alternative. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[4] In addition, *CEQA Guidelines* Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the

1 *CEQA Guidelines Section 15126.6(a).*
2 *CEQA Guidelines Section 15126.6(b).*
3 *CEQA Guidelines Section 15126.6(f).*
4 *CEQA Guidelines Section 15126.6(e)(2).*

project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site (or if the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered. Additionally, an analysis of whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location should be considered pursuant to *CEQA Guidelines* 15126.6(f)(2)(B). Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR.

Potential environmental impacts associated with the following alternatives are compared to the project's impacts in this Section:

- Alternative 1 – No Project/County General Plan Alternative;
- Alternative 2 – Reduced Intensity Alternative;
- Alternative 3 – No Specific Plan Alternative;
- Alternative 4 – Modified Mixed Use Alternative

These alternatives were selected based on their potential to implement certain components of the project, to accomplish some or most of the basic objectives of the project and avoid or substantially lessen one or more of the proposed project's significant effects. For example, the No Project/County General Plan Alternative is considered to enable the decision-makers to compare the impacts of approving the project with the impacts of not approving the project. Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 5.1, *Land Use and Planning*, through Section 5.16, *Noise*, of this Draft EIR. In this manner, each alternative can be compared to the project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Section 7.8, *Environmentally Superior Alternative*, identifies the "environmentally superior" alternative, as required by the *CEQA Guidelines*.

7.1 SUMMARY OF PROJECT OBJECTIVES

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Below is a summary of the project objectives, as provided in Section 3.5, *Goals and Objectives*.

1. Encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses.

2. Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development.

3. Implement *City of Lancaster General Plan* policies and objectives relevant to the project and proposed industrial development.

4. Expand economic development and facilitate job creation in the City by establishing a new industrial development area.

5. Attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment.

6. Provide for uses that generate tax revenue for the City, including, but not limited to, increased property tax, in order to support the City's ongoing municipal operations.

7. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.

8. Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.

9. Guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area.

10. Ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.

7.2 SUMMARY OF SIGNIFICANT IMPACTS

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As detailed in Section 5.1 through Section 5.16 of this Draft EIR, project implementation would result in the following significant and unavoidable impacts despite implementation of existing regulations and mitigation measures:

- Air Quality
  - Regional construction emissions
  - Regional operational emissions
  - Air Quality Management Plan (AQMP) consistency
  - Cumulative air quality impacts
- Greenhouse Gas (GHG) Emissions
  - GHG emissions
  - Cumulative GHG emissions
- Noise
  - Project level off-site mobile traffic noise
  - Cumulative off-site mobile traffic noise

7.3 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with *CEQA Guidelines* Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to *CEQA Guidelines*, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts.

7.3.1 ALTERNATIVE SITE

CEQA requires a discussion of alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is evaluating whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (*CEQA Guidelines* Section 15126[5][B][1]). In general, any industrial development allowed by the North Lancaster Industrial Specific Plan (Specific Plan) would have similar impacts related to air quality and GHG emissions. Further, potential impacts related to energy, population and housing, public services, and utilities and service systems would generally be similar regardless of where it is developed within Lancaster and its Sphere of Influence (SOI). Without a site-specific analysis, impacts on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, and transportation cannot be adequately evaluated.

Although there are other large areas of undeveloped land within the City and the City's SOI, they are not as suitable for the proposed project. For example, there is approximately 430 acres of vacant land located in the center of the City (south of Avenue K and west of Sierra Highway). However, it is too small for the proposed large scale industrial development planned under the North Lancaster Industrial Specific Plan (NLISP). Additionally, this site is surrounded by existing uses including residential, park, and commercial uses. The proximity to these uses makes it unsuitable for large industrial developments as envisioned by the proposed project. The far east and west sides of Lancaster also have vast areas of vacant land. However, there are higher concentrations of residences in these areas and they are located too far away from major transportation routes, such as SR-14 and

Sierra Highway. Further, the west side of Lancaster is predominantly developed with large scale solar facilities.

The northern portion of the City's SOI was selected as an appropriate location for future industrial development given that a large portion of it consists of vacant, underutilized land. Additionally, there is growing interest in industrial development in Lancaster and the general Antelope Valley area. In general, industrial uses can result in adverse land use compatibility, air quality, transportation, and noise issues for nearby sensitive receptors/communities. Therefore, the location of the proposed project in the unincorporated and underutilized northern portion of Lancaster would allow development of future industrial uses while minimizing and/or eliminating these potential environmental issues. Further, future industrial development in northern Lancaster would meet the City's desires to expand and develop this area while taking advantage of the site's proximity to major transportation corridors including SR-14, State Route 138 (SR-138), and Sierra Highway. The location is also in close proximity to other industrially zoned properties in the City and the William J Fox Airfield.

Overall, the project site was selected as the most appropriate location within the City's SOI for future industrial development due to its predominantly vacant and undeveloped lands and its proximity to major transportation corridors. Development of the project at an alternative location is not anticipated to avoid or substantially lessen the project's significant and unavoidable impacts while achieving the majority of the project objectives. Thus, an alternative site alternative has been eliminated from further consideration.

7.3.2 CITY GENERAL PLAN ALTERNATIVE

The City General Plan Alternative assumes the proposed annexation would occur but no specific plan would be adopted.

Under the City General Plan Alternative, development in the annexation area would occur in accordance with existing City land use designations (Non-Urban Residential [NU], Heavy Industrial [HI], Specific Plan [SP], and Multi-Residential [MR-1]) for the project site. The City does not currently identify any zoning for the project site given that the site is outside of the City's jurisdiction. However, the annexation under this alternative would pre-zone the site with zoning districts that are consistent with the land use designations. Specifically, the site would be pre-zoned Rural Residential 2.5 (RR-2.5), Heavy Industry (HI), Specific Plan (SP), and Mobile Home Park (MHP). Anticipated City discretionary approvals for this alternative include a General Plan Amendment and Zone Change. The annexation would also be subject to the Los Angeles County Local Agency Formation Commission (LAFCO) annexation process.

This alternative would not adopt the North Lancaster Industrial Specific Plan, anticipated to guide development of up to 38.5 million (sf) of light and heavy industrial uses. Rather, the proposed annexation and associated General Plan Amendment and pre-zoning under this alternative would continue to allow for predominantly rural residential development in the project area as the mere annexation of unincorporated County areas would not allow for any specific land use development to occur within the project site.

Development in accordance with existing City land use designations would not achieve most of the project objectives. Specifically, the project site would mostly remain as is (mostly rural residential and vacant land uses) and would not encourage development of various land use types in northern Lancaster, accommodate employment-generating land uses, expand economic development and facilitate job creation in the City by establishing a new industrial development area, provide a more equal jobs-housing balance in the Antelope Valley and reduce vehicle miles traveled, generate tax revenue, accommodate new development in a phased, orderly manner, assist the City in competing economically through the efficient and cost-effective movement of goods, guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible manner, nor ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.

Furthermore, there is growing interest in industrial development in Lancaster and the general Antelope Valley area. This alternative would allow for future industrial development but would not provide specific guidance to future light and heavy industrial developments beyond the requirements contained in the Lancaster Municipal Code (LMC) for projects in the Light and Heavy Industrial zones. Additionally, development of industrial uses without a specific plan is not anticipated to avoid or substantially lessen the project's significant and unavoidable impacts while achieving the majority of the project objectives if future industrial development were to occur in the general area. In order to better encourage and accommodate future industrial development in Lancaster, a specific plan would be more adequate; thus, this alternative was considered but rejected from additional analysis.

7.3.3 ADDITIONAL MIXED-USE ALTERNATIVE

The Additional Mixed-Use Alternative would annex the project site into the City's jurisdiction and adopt the North Lancaster Industrial Specific Plan, similar to the proposed project. However, this alternative would redesignate and pre-zone the northwest quadrant of the annexation area west of SR-14. Specifically, this approximately 941-acre area would deviate from the proposed Non-Urban Residential (NU) land use designation and RR-2.5 pre-zoning (identified as Land Use 2 on Exhibit 3-3, *Proposed General Plan and Zoning*) and instead, be designated Mixed Use (MU) and pre-zoned Mixed Use-Employment (MU-E).

Other proposed land use designations and pre-zones within the project site would remain unchanged from the proposed project. Buildout of the Specific Plan would similarly result in 38.5 million sf of industrial development, of which up to 11.3 million sf would be developed in Planning Areas 2, 4, 6, 7, and 8. Similar to the proposed project, the Additional Mixed-Use Alternative would require the following City discretionary approvals: Annexation, General Plan Amendment, Pre-Zoning, and Specific Plan. This alternative would also be subject to the LAFCO annexation process.

This alternative would replace some of the rural residential uses with additional mixed use development, expanding economic opportunities in northern Lancaster by expanding the mixed use areas within the annexation area.

Development in accordance with the Additional Mixed-Use Alternative would achieve all of the project objectives. For example, additional mixed use development in the project site would encourage

development of various land use types in northern Lancaster, accommodate employment-generating land uses, implement City of Lancaster General Plan policies and objectives, expand economic development and facilitate job creation in the City by establishing a new industrial development area, provide a more equal jobs-housing balance in the Antelope Valley and reduce vehicle miles traveled, generate tax revenue, accommodate new development in a phased, orderly manner, assist the City in competing economically through the efficient and cost-effective movement of goods, guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible manner, and ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.

However, this alternative assumes 941 acres of additional mixed-use areas (beyond the 408 acres already proposed by the project) would be economically feasible and reasonable to occur. Additionally, the substantial increase in mixed-use development in the annexation area would exacerbate the proposed project's anticipated significant and unavoidable impacts related to air quality, GHG emissions, and/or noise. Based on the alternative's inability to avoid significant environmental impacts, this alternative was considered but rejected from additional analysis.

7.4 NO PROJECT/COUNTY GENERAL PLAN ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[5] The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[6] The No Project/County General Plan Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation (NOP) was published on September 3, 2024. The No Project scenario is described and analyzed to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Under the No Project/County General Plan Alternative, the proposed annexation would not occur and the Specific Plan would not be adopted. The site's current County land use designations (Rural Land 10 [RL10], Rural Land 20 [RL20], Rural Land 2 (RL2), Public and Semi-Public [P], Residential 5 [H5], Mixed-Use – Rural [MU-R], and Light Industrial [IL]) and zoning (Heavy Agricultural [A-2-2], Residential Agricultural [R-A], Light Manufacturing [M-1], and Rural Mixed Use Development [MXD-RU]) would remain in place. Thus, future development on-site would consist primarily of agricultural, residential agricultural, manufacturing, and rural mixed-use development consistent with the area's existing County zoning. Major existing uses, including the Lancaster Water Reclamation Plant and mobile home parks would remain, similar to the proposed project.

Generally, the site's current County land use designations and zoning would accommodate development intensities of similar nature as the proposed land use designations and pre-zones. For

5 *CEQA Guidelines Section 15126.6(e)(2).*
6 *CEQA Guidelines Section 15126.6(e)(3)(B).*

example, the areas in the northern portion of the site are currently designated RL10, RL20 and zoned A-2-2 by the County. The project proposes to designate and pre-zone those areas NU and RR-2.5.

It is acknowledged that the southern portion of the project site, including the Specific Plan area, is predominantly designated IL and zoned M-1 by the County with a maximum floor area ratio (FAR) of 1.0. The proposed Specific Plan proposes a 0.5 FAR throughout the Specific Plan area and thus, this alternative would accommodate more industrial development intensity than the proposed project.

Further, a small area located in the western portion of the site (currently designated RL2 and zoned A-2-2) would develop mostly rural residential and/or heavy agricultural uses, resulting in less intense development intensities compared to the proposed project, which proposes a MU designation and MU-E pre-zone for said areas.

In summary, this alternative would develop the project site in accordance with the site's current County land use designations (RL10, RL20, RL2, P, H5, MU-R, and IL) and zoning (A-2-2, R-A, M-1, and MXD-RU). Buildout assumptions for this alternative assume the following:

- 3,426 acres of light manufacturing (approximately 10 million sf of industrial park and 10 million sf of general warehousing uses)
- 3,324 acres of heavy agricultural (20 single-family homes and 30,000 sf of wholesale nursery use)
- 247 acres of residential agricultural (25 single-family homes); and
- 164 acres of mixed-use development (80 single family homes and 30,000 of commercial uses).

Based on these buildout assumptions, this alternative would result in approximately 55,500 total daily trips.

The following discussion evaluates the potential environmental impacts associated with the No Project/County General Plan Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

LAND USE AND PLANNING

As detailed in Section 5.1, *Land Use And Planning*, the proposed annexation and adoption of the Specific Plan would result in less than significant impacts with regards to land use and planning and would be consistent with applicable land use planning policies, including the 2030 General Plan, Zoning Code, Southern California Association of Governments' (SCAG) *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS), and Los Angeles County Airport Land Use Commission's *General William J. Fox Airfield Land Use Compatibility Plan* (ALUCP). Under this alternative, the existing County land use designations and zoning would apply to the project site and future agricultural, residential agricultural, manufacturing, and rural mixed-use development would be permitted in this area. As such, no discretionary approvals to approve the annexation and adopt the Specific Plan would be required. All future development within the project site would be required to demonstrate consistency with the Area Plan, the County General Plan, and

development standards in the County Code for each respective zoning district. Further, all future development within the General William J. Fox Airfield compatibility zones would be required to demonstrate compliance with the ALUCP, as applicable. Overall, given that no changes to County land use designations, zoning, or anticipated buildout would occur compared to applicable land use plans, policies, or regulations that currently govern development of the site, this alternative would not result in any land use and planning impacts. As such, impacts with regard to land use and planning would be less than the proposed project.

AESTHETICS

This alternative would accommodate development in accordance with the site's existing County land use designations and zoning. Compared to proposed land use designations and pre-zones under the proposed project, areas in the northern and western portions of the site (areas outside of the Specific Plan area) are currently designated RL10, RL20, RL2, H5, MU-R, P, and IL, and zoned A-2-2, R-A, MXD-RU, and M-1 by the County. These uses would be similar in development intensities and land uses as the proposed NU, MR1, MU, P, and LI designations and RR-2.5, MHP, MU-E, P, and LI pre-zones. Thus, visual character and quality of future development in the northern and western portions of the site under this alternative would result in similar aesthetics and light and glare impact as the proposed project. Further, as future development of rural residential and/or heavy agricultural uses in the small area located in the western portion of the site would be less intense, reduced aesthetics and light and glare impact would be anticipated in this area under this alternative. However, without the development standards and design guidelines outlined in the Specific Plan guiding industrial development in an aesthetically uniform and consistent manner, future industrial developments in the central portion of the site (i.e., the Specific Plan area) could result in greater aesthetic impacts than the proposed project. Nonetheless, as development intensity under this alternative is generally less than the proposed project, the potential to negatively impact scenic vista and scenic resources, degrade existing visual character or quality of public views, or create new source of substantial light and glare would be reduced. As such, impacts with regards to aesthetics/light and glare under this alternative would be reduced.

AGRICULTURE AND FORESTRY RESOURCES

As detailed in Section 5.3, *Agriculture and Forestry Resources*, the project site includes areas that are currently zoned by the County as A-2-2 and R-A. The proposed annexation would convert some of these agriculturally zoned areas to RR-2.5, which would continue to accommodate agricultural uses. Under this alternative, no zoning changes to agriculturally zoned areas within the project site would occur. Thus, impacts would be similar under this alternative.

BIOLOGICAL RESOURCES

Under this alternative, the existing County land use designations and zoning would apply to the project site and future agricultural, residential agricultural, manufacturing, and rural mixed-use development would be permitted in this area. These uses are similar to those proposed by the project. Additionally, future development would be required to comply with existing rules and regulations in addition to any site-specific mitigations to minimize potential impacts to special-status plant species, burrowing owls,

and nesting birds; and/or to jurisdictional resources, including Amargosa Creek and tributaries, and artificial pond features within the project site.

Even though development intensity under this alternative is generally less than the proposed project, the project boundary would remain the same. Therefore, biological resources on the project site would be the same, and potential impacts to sensitive species or habitat in the project area would be similar to the proposed project.

TRIBAL AND CULTURAL RESOURCES

As detailed above, this alternative would permit similar land uses on the same project site as the proposed project and future development would be required to comply with existing rules and regulations in addition to any site-specific mitigations to minimize potential impacts to cultural and tribal cultural resources.

Even though development intensity under this alternative is generally less than the proposed project, the project boundary would remain the same. Therefore, tribal cultural and cultural resources on the project site would be the same, and the potential to impact previously undiscovered resources would be similar under this alternative.

GEOLOGY AND SOILS

As stated, this alternative would permit similar land uses on the same project site and future development would be required to comply with existing rules and regulations in addition to any site-specific mitigations to minimize potential paleontological impacts. Even though development intensity under this alternative is generally less than the proposed project, the project boundary would remain the same. Therefore, the potential to exacerbate existing geology and soil hazards would be similar.

HYDROLOGY AND WATER QUALITY

As detailed in Section 5.7, *Hydrology and Water Quality*, the project proposes channelizing stormwater along the Amargosa Creek and installation of a 2,125 acre-foot water retention pond (i.e., Pond Three) within Planning Area 3; Pond Three would be designed to mitigate the additional stormwater entering Piute Ponds from the channelization of the stormwater along the Amargosa Creek, and additional impervious surfaces associated with future development. Implementation of these future improvements would provide a beneficial impact and reduce localized flooding. Nonetheless, all future development would still be required to mitigate site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including the National Pollutant Discharge Elimination System (NPDES) permit requirements (i.e., preparation of project-specific Storm Water Pollution Prevention Plan [SWPPP], Water Quality Management Plan [WQMP], and associated Best Management Practice [BMP] or low impact development [LID] features).

tAs stated, this alternative would permit similar land uses on the same project site and future development would be required to comply with existing rules and regulations in addition to any site-specific mitigations. As development intensity under this alternative is generally less than the proposed project, there would likely be less hydrological and water quality impacts because less hydrology and water quality changes would occur. Therefore, potential impacts to hydrology and water quality under this alternative would be reduced.

HAZARDS AND HAZARDOUS MATERIALS

Under this alternative, future uses, specifically, industrial and agricultural uses, could involve the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions or the routine transport, use, or disposal of hazardous materials. Heavy industrial processes could involve the use of hazardous materials during production, and agricultural uses typically involve pesticides that can contaminate soils and groundwater. Both the proposed project and this alternative would accommodate such uses.

As development intensity under this alternative is generally less than the proposed project, there would be less construction and operational activities that could result in the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions or the routine transport, use, or disposal of hazardous materials impacts pertaining to hazards and hazardous materials. Thus, the potential to create a significant hazard to the public or the environment would be reduced under this alternative.

POPULATION AND HOUSING

Under this alternative, buildout of the project site would occur based on the County's existing land use designations, which would not result in substantial unanticipated employment, population, and housing growth as these uses have been previously envisioned by the County and are accounted for in regional and local planning documents and associated growth projections.

As future growth under this alternative have already been envisioned in the County General Plan and other regional and local planning documents, growth projections, population and housing impacts would be similar to the proposed project under this alternative.

PUBLIC SERVICES AND RECREATION

Buildout under this alternative would be less intensive compared to the proposed project; thus, demands on existing public services and recreation, including fire, police, school, library, and park services that are typically associated with new development would be reduced under this alternative. Impacts would be reduced in this regard.

UTILITIES AND SERVICE SYSTEMS

Buildout under this alternative would be less intensive compared to the proposed project; thus, demands on existing utilities and service systems including water, wastewater, storm drains, and solid waste that are typically associated with new development would be reduced under this alternative.

TRANSPORTATION

Based on buildout assumptions developed in consultation with City staff, buildout of this alternative would result in approximately 55,500 total daily trips, which is considerably less than trips generated from full buildout of the proposed project (163,472 trips). Given the significant reduction in daily trips, VMT impacts would also lessen under this alternative. Due to the reduction in trips, potential transportation impacts associated with this alternative would be reduced compared to the proposed project.

AIR QUALITY

As detailed in Section 5.13, *Air Quality*, the project would result in significant and unavoidable air quality impacts pertaining to regional construction and operational emissions, AQMP consistency, and cumulative impacts. As detailed above, buildout of this alternative would result in fewer daily trips as compared to the full buildout of the proposed project; consequently, operational air emissions would also proportionally reduce. Overall, air quality impacts associated with this alternative would be reduced compared to the proposed project; however, impacts would remain significant and unavoidable.

GREENHOUSE GAS EMISSIONS

As detailed in Section 5.14, *Greenhouse Gas Emissions*, the project would result in significant and unavoidable GHG and cumulative GHG impacts. As detailed above, buildout of this alternative would result in fewer daily trips as compared to the full buildout of the proposed project; consequently, operational GHG emissions would also proportionally reduce. Thus, GHG impacts under this alternative would be reduced compared to the proposed project but remain significant and unavoidable.

ENERGY

As detailed above, buildout of this alternative would result in fewer daily trips as compared to the full buildout of the proposed project; consequently, operational energy consumption impacts would be similarly reduced. In regard to construction-related energy consumption, reduced development intensity would also proportionally reduce construction activities, thus reducing associated energy consumption. Overall, energy impacts associated with this alternative would be reduced compared to the proposed project.

NOISE

As detailed in Section 5.16, *Noise*, the project would result in significant and unavoidable off-site mobile noise impacts with no feasible mitigation measures. As detailed above, buildout of this alternative would result in fewer daily trips as compared to the full buildout of the proposed project; consequently, mobile noise impacts under this alternative would proportionally reduce as well. Overall, noise impacts associated with this alternative would be reduced compared to the proposed project but mobile noise impacts would remain significant and unavoidable.

RELATIONSHIP TO THE PROJECT OBJECTIVES

As detailed in Table 7-1, *No Project/County General Plan Alternative and Project Objectives*, the No Project/County General Plan Alternative would not achieve any of the project's basic objectives.

Table 7-1
No Project/County General Plan Alternative and Project Objectives

Project Objective	Discussion
1. Encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses.	This alternative would not annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and thus, would not encourage various land use types within northern Lancaster. This alternative would not achieve Project Objective 1.
2. Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development.	This alternative would not annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and thus, would not accommodate employment-generating land uses in Lancaster. This alternative would not achieve Project Objective 2.
3. Implement City of Lancaster General Plan policies and objectives relevant to the project and proposed industrial development.	As there is no annexation under this alternative, future development within the project site would be required to be consistent with the Area Plan and County General Plan goals and policies instead of the City's General Plan policies and objectives. Thus, this alternative would not achieve Project Objective 3.
4. Expand economic development and facilitate job creation in the City by establishing a new industrial development area.	As there is no annexation under this alternative, no economic development or job creation would occur within the City. Thus, this alternative would not achieve Project Objective 4.
5. Attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment.	As there is no annexation under this alternative, no new businesses would occur within the City. However, under this alternative, the southern portion of the project site located in unincorporated County jurisdiction would still be developed with industrial uses that create jobs in the Antelope Valley. As such, this alternative would partially achieve Project Objective 5 but not to the extent of the proposed project.
6. Provide for uses that generate tax revenue for the City, including, but not limited to, increased property tax, in order to support the City's ongoing municipal operations.	As there is no annexation under this alternative, no new uses that generate tax revenue would go towards the City. This alternative would not achieve Project Objective 6.

Project Objective	Discussion
7. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.	This alternative would not annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction nor develop a Specific Plan to guide industrial development in the northern Lancaster area. Development within the area would continue to occur under County regulations and processes. This alternative would not achieve Project Objective 7.
8. Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.	As there is no annexation under this alternative, future industrial development in the project site would not assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods. Future industrial development would be developed the southern portion of the site in accordance with the County Code that meet contemporary industry standards. As such, this alternative would achieve Project Objective 8 but not to the extent of the proposed project.
9. Guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area.	This alternative would not adopt a Specific Plan to guide industrial development in the northern Lancaster area in a visually cohesive and complementary manner. While future light industrial development can occur under this alternative, future projects would not be subject to development standards and design guidelines as would be required under the proposed Specific Plan. This alternative would not achieve Project Objective 9.
10. Ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.	Under this alternative, future development in accordance with the County's existing land use designations and zoning would be required to ensure adequate public services and utility services are provided. It should be noted that the proposed project would include adoption of a Specific Plan which includes utility infrastructure plans for potable water, recycled water, and sanitary sewer, stormwater, and dry utilities. As such, this alternative would achieve Project Objective 10 but not to the extent of the proposed project.

7.5 REDUCED INTENSITY ALTERNATIVE

Similar to the proposed project, the Reduced Intensity Alternative would annex the approximately 7,153-acre project site into the City's jurisdiction and adopt the North Lancaster Industrial Specific Plan to guide industrial development on approximately 1,860 acres in the central portion of the annexation area. However, this alternative would reduce development intensity within the Specific Plan area by 30 percent; thus, reducing maximum buildout from approximately 38.5 million sf to approximately 27 million sf (26,971,700 sf). Allowed FAR would be proportionally reduced to be consistent with the 30 percent reduction in development intensity. No other changes to the proposed Specific Plan would occur. Development intensity in the remainder of the annexation area would similarly be reduced by 30 percent. The proposed land use designations and pre-zones for the remainder of the annexation area would be the same as the proposed project; refer to Exhibit 3-3, *Proposed General Plan and Zoning*. Similar to the proposed project, the Reduced Intensity Alternative would require the following City discretionary approvals: Annexation, General Plan Amendment, Pre-Zoning, and Specific Plan. This alternative would also be subject to the LAFCO annexation process.

This alternative was selected for further analysis to determine whether reducing development intensity would result in a substantial reduction or elimination of the project's significant and unavoidable air quality, GHG, and/or noise impacts. The following discussion evaluates the potential environmental impacts associated with the Reduced Intensity Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

LAND USE AND PLANNING

Similar to the proposed project, the Reduced Intensity Alternative would require the same discretionary approvals: Annexation, General Plan Amendment, Pre-Zoning, and Specific Plan. This alternative would also be subject to the LAFCO annexation process. While the overall intensity of the proposed Specific Plan development would be reduced under this alternative, the proposed uses are the same, and therefore land use impacts would be similar to the proposed project.

AESTHETICS

The Reduced Intensity Alternative would reduce intensity of the proposed Specific Plan development by 30 percent. Specifically, this alternative would reduce maximum Specific Plan buildout from approximately 38.5 million sf to approximately 27 million sf. Allowed FAR within the Specific Plan area would be proportionally reduced to be consistent with the 30 percent reduction in development intensity. Standards related to lot size, building height, landscape coverage, setback requirements, required parking spaces and sizes, and other development standards detailed in the Specific Plan and would remain unchanged. Development intensity in the remainder of the annexation area would similarly be reduced by 30 percent. This alternative would be required to comply with the same applicable Lancaster Municipal Code (LMC) requirements governing scenic quality and light and glare, as well as the Specific Plan development standards.

As development intensity under this alternative is generally less than the proposed project, the potential to negatively impact scenic vista and scenic resources, quality of public views, or create new source of substantial light and glare would be reduced. While this alternative would reduce the amount of building square footage on each development site, the changes in visual character would be the same as the proposed project. As such, impacts with regards to aesthetics/light and glare under this alternative would be reduced.

AGRICULTURE AND FORESTRY RESOURCES

The project site includes areas that are currently zoned by the County as A-2-2 and R-A. The proposed annexation would convert some of these agriculturally zoned areas to be zoned inclusive of agricultural and non-agricultural uses (i.e., RR-2.5). Similarly, this alternative would result in the same conversion of agriculturally zoned areas to be zoned inclusive of agricultural and non-agricultural uses. As such, this alternative would result in similar impacts in this regard.

BIOLOGICAL RESOURCES

The Reduced Intensity Alternative would reduce maximum buildout of the Specific Plan area from approximately 38.5 million sf to approximately 27 million sf. Development intensity in the remainder of the annexation area would similarly be reduced by 30 percent. While less development would occur, buildout of this alternative could still result in developed/graded sites developed with parking, landscaping, and other non-building improvements. Future development under this alternative would be required to comply with Mitigation Measures BIO-1 through BIO-3 to minimize potential impacts to special-status plant species, burrowing owls, and nesting birds; and Mitigation Measures BIO-4 and BIO-5 to minimize potential impacts to jurisdictional resources, such as Amargosa Creek and tributaries, and artificial pond features that occur within the project site. Thus, potential impacts to biological resources, including sensitive species or habitat in the project area, would be the same as the proposed project.

TRIBAL AND CULTURAL RESOURCES

The Reduced Intensity Alternative would reduce maximum buildout of the Specific Plan area from approximately 38.5 million sf to approximately 27 million sf. Additionally, development intensity in the remining annexation area would also be reduced by 30 percent. While less development would occur, buildout of this alternative could still result in developed/graded sites developed with parking, landscaping, and other non-building improvements. Future development under this alternative would also be required to comply with Mitigation Measures CUL-1 through CUL-5 to minimize potential impacts to cultural resources, and Mitigation Measures CUL-6 and CUL-7 to minimize potential impacts to tribal cultural resources. Overall, the potential to impact previously undiscovered tribal or cultural resources would be the same as the proposed project.

GEOLOGY AND SOILS

As stated, implementation of this alternative would reduce buildout by 30 percent. While less development would occur, buildout of this alternative could still result in developed/graded sites developed with parking, landscaping, and other non-building improvements. As such, it can be assumed that future development under this alternative could exacerbate geologic hazards (e.g., liquefaction, expansive soils, erosion, lateral spreading) or adversely impact undiscovered paleontological resources similar to the proposed project. Further, future development would also be required to comply with Mitigation Measures GEO-1 through GEO-5 to minimize potential geological and paleontological impacts. Overall, the potential to impact geology and soils would be the same as the proposed project.

HYDROLOGY AND WATER QUALITY

Under this alternative, future developments within the annexation area would generally have smaller building footprints and be less intense than the proposed project. While less development would occur, buildout of this alternative could still result in developed/graded sites developed with parking, landscaping, and other non-building improvements. All future development would be required to mitigate site-specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal,

State, and local stormwater regulations and requirements, including the NPDES permit requirements (i.e., preparation of project-specific SWPPP, WQMP, and associated BMP or LID features). Therefore, potential impacts to hydrology and water quality under this alternative would be similar to the proposed project.

HAZARDS AND HAZARDOUS MATERIALS

This alternative would reduce development intensity of the annexation area, including the Specific Plan area, by 30 percent. However, any industrial use could still involve the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions or the routine transport, use, or disposal of hazardous materials, and impacts in this regard is not highly dependent on development size. Additionally, future development under this alternative would be subject to Mitigation Measures HAZ-1 through HAZ-3 to minimize potential impacts from accidental conditions involving the release of hazardous materials. Thus, this alternative's potential to create a significant hazard to the public or the environment would be similar to that of the proposed project.

POPULATION AND HOUSING

Under this alternative, land uses associated with direct population growth (i.e., residential uses) would result in a reduced population and housing growth due to a reduction in the density of housing and industrial/commercial uses. However, potential indirect population growth associated with proposed future uses within the annexation area would be reduced due to the reduced building footprint under this alternative. Specifically, indirect population growth from future employees and their families relocating into the City would be reduced assuming fewer jobs would be created under this alternative. As such, population and housing impacts would be reduced.

PUBLIC SERVICES AND RECREATION

Implementation of this alternative would result in reduced intensity of development within the annexation area, thus proportionally reduce potential indirect population growth from future employees and their families relocating into the City. As such, this alternative would proportionally reduce demand on existing public services and recreation, including fire, police, school, library, and park services, compared to the proposed project. Impacts in this regard would be reduced.

UTILITIES AND SERVICE SYSTEMS

As stated, implementation of this alternative would result in reduced development intensity within the entire project site, thus reducing potential indirect population growth. As such, this alternative would result in reduced demand on utilities and service systems, including water, wastewater, storm drains, and solid waste, compared to the proposed project. Impacts in this regard would be reduced.

TRANSPORTATION

Under this alternative, development intensity within the Specific Plan area would be reduced by 30 percent and the proposed land use designations and pre-zones for the remainder of the annexation

area would be the same as the proposed project. Additionally, development intensity in the remaining annexation area would also be reduced by 30 percent. Buildout of this alternative would result in a total of approximately 114,430 daily trips (49,042 fewer daily trips as compared to the approximately 163,472 daily trips under full buildout of the proposed project. As such, this alternative would result in fewer daily trips and thus, less VMT than the proposed project. Similar to the proposed project, potential VMT impacts associated with future development under this alternative could be mitigated with payment into the City's VMT mitigation program, among other options. Overall, potential transportation impacts associated with this alternative would be reduced compared to the proposed project.

AIR QUALITY

Implementation of this alternative would result in reduced intensity of industrial development, thus reducing potential air quality impacts from construction and operations of future industrial uses within the Specific Plan area. Additionally, development intensity in the remaining annexation area would also be reduced by 30 percent, thereby reducing potential air quality impacts associated with other future development within the annexation area. As detailed above, project-generated trips would be reduced by approximately 49,042 daily trips under this alternative; consequently, operational air emissions would also proportionally reduce under this alternative. Future development would also likely be required to comply with the proposed mitigation measures to minimize potential regional construction and operational emissions, AQMP consistency, and cumulative impacts. Overall, air quality impacts associated with this alternative would be reduced compared to the proposed project. However, impacts would remain significant and unavoidable.

GREENHOUSE GAS EMISSIONS

Implementation of this alternative would result in reduce intensity of industrial development, thus reducing potential GHG impacts from construction and operations of future industrial uses within the Specific Plan area. Additionally, development intensity in the remaining annexation area would also be reduced by 30 percent, thereby reducing potential GHG impacts associated with other future development within the annexation area. Specifically, project-generated trips would reduce by approximately 49,042 daily trips under this alternative; consequently, operational GHG emissions would be reduced. Although GHG impacts would remain significant and unavoidable, impacts would be reduced in comparison to the proposed project.

ENERGY

As implementation of this alternative would result in less development within the Specific Plan area, energy consumption during construction and operations of future industrial uses within the Specific Plan area would be reduced. Additionally, development intensity in the remaining annexation area would also be reduced by 30 percent, thereby reducing potential energy impacts associated with other future development within the annexation area. Thus, energy impacts associated with this alternative would be reduced compared to the proposed project.

NOISE

This alternative would reduce development intensity within annexation area by 30 percent. Thus, total project-generated trips would be reduced by approximately 49,042 daily trips. Construction and operational noise impacts associated with a reduced intensity development would also be reduced. Although mobile noise impacts under this alternative would remain significant and unavoidable, impacts would be reduced in comparison to the proposed project.

RELATIONSHIP TO THE PROJECT OBJECTIVES

As detailed in Table 7-2, *Reduced Intensity Alternative and Project Objectives*, the Reduced Intensity Alternative would achieve most of the project's objectives although to a lesser degree than the proposed project.

Table 7-2
Reduced Intensity Alternative and Project Objectives

Project Objective	Discussion
1. Encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses.	As this alternative would annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and propose a number of land use designations and pre-zones, this alternative would encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses. This alternative would achieve Project Objective 1.
2. Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development.	In comparison to the proposed project, this alternative would reduce industrial development within the entire annexation area by 30 percent and would therefore provide proportionately less jobs than the proposed project. As such, this alternative would achieve Project Objective 2, but not to the extent of the proposed project.
3. Implement City of Lancaster General Plan policies and objectives relevant to the project and proposed industrial development.	Similar to the proposed project, this alternative would implement General Plan policies and objectives relevant to the project and proposed industrial development and would achieve Project Objective 3.
4. Expand economic development and facilitate job creation in the City by establishing a new industrial development area.	As stated, the 30 percent density reduction within the entire annexation area would result in proportionally less economic development and less jobs than the proposed project. Therefore, this alternative would achieve Project Objective 4 but not to the extent of the proposed project.
5. Attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment.	This alternative would provide employment-generating uses that would attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley. However, the 30 percent density reduction in entire annexation area would proportionally result in fewer new businesses than the proposed project. Therefore, this alternative would achieve Project Objective 5 but not to the extent of the proposed project.
6. Provide for uses that generate tax revenue for the City, including, but not limited to, increased property tax, in order to support the City's ongoing municipal operations.	This alternative would provide employment-generating uses that increase tax revenue for the City. However, the 30 percent density reduction entire annexation area would generate proportionally less tax revenue for the City. Therefore, this alternative would achieve Project Objective 6 but not to the extent of the proposed project.

Project Objective	Discussion
7. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.	Similar to the proposed project, this alternative would annex the project site into the City of Lancaster and adopt the proposed Specific Plan, which includes utility infrastructure plans for potable water, recycled water, and sanitary sewer, stormwater, and dry utilities. As such, similar to the proposed project, this alternative would accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements. This alternative would achieve Project Objective 7.
8. Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.	This alternative would reduce development intensity within the Specific Plan area by 30 percent; thus, reducing maximum buildout from approximately 38.5 million sf to 27 million sf. As such, while this alternative achieves Project Objective 8, it would not maximize development of industrial buildings to the extent of the proposed project.
9. Guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area.	This alternative would adopt the proposed Specific Plan to guide industrial development within the project site. As such, this alternative would achieve Project Objective 9.
10. Ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.	As stated, this alternative would adopt the proposed Specific Plan, which includes utility infrastructure plans for potable water, recycled water, and sanitary sewer, stormwater, and dry utilities for the Specific Plan area. Future development in the remainder of the annexation area would also be required to ensure adequate public services and utility services are provided. As such, this alternative would achieve Project Objective 10.

7.6 NO SPECIFIC PLAN ALTERNATIVE

The No Specific Plan Alternative assumes the proposed annexation would occur, but no specific plan would be adopted. Similar to the proposed project, the construction of approximately 11.3 million sf of industrial warehouse buildings and associated site improvements in the central portion of the annexation area (within what would be Planning Areas 2, 4, 6, 7, and 8 of the Specific Plan) would still occur. To accommodate the proposed industrial uses, those areas would be designated and pre-zoned Light Industrial (LI), which has a maximum FAR of 0.5.

The remainder of the annexation area would be developed in accordance with the proposed land use designations of NU, MU, LI, P, and MR1, and pre-zoned RR-2.5, MU-E, LI, P, and MHP, , similar to the proposed project. Anticipated City discretionary approvals for this alternative include Annexation, General Plan Amendment, and Pre-Zoning. The annexation would also be subject to the LAFCO annexation process.

The following discussion evaluates the potential environmental impacts associated with the No Specific Plan Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

LAND USE AND PLANNING

Under this alternative, the Specific Plan would not be developed, the parcels proposed for industrial development would be designated and zoned LI, with the remainder of the project site developed in accordance with the proposed land use designations and pre-zones, similar to the proposed project; refer to Exhibit 3-3. Although no specific plan would be adopted, it is not anticipated that an established community would be divided nor that future development would conflict with any land use plan, policy, or regulation. Overall, land use and planning impacts would be similar to the project.

AESTHETICS

As detailed above, this alternative would not adopt a Specific Plan but would accommodate development of approximately 11.3 million sf of industrial development in areas to be designated and zoned LI. Without a specific plan to guide future light and heavy industrial development in northern Lancaster, the individual developments would not present an overall cohesive look. However, potential impacts to scenic vistas and resources, existing visual character or quality of public views, and/or light and glare are like to be the same. As such, aesthetic and light and glare impacts would slightly less under alternative.

AGRICULTURE AND FORESTRY RESOURCES

The project site includes areas that are currently zoned by the County as A-2-2 and R-A. This alternative would convert some of these agriculturally zoned areas to be zoned inclusive of agricultural and non-agricultural uses under the City's Zoning Code, specifically, to RR-2.5. However, the RR-2.5 zone would still accommodate agricultural uses in accordance with Municipal Code Section 17.08.050, *Uses and permit requirements*. Thus, impacts in this regard would be similar to the proposed project.

BIOLOGICAL RESOURCES

As detailed above, this alternative would continue to develop approximately 11.3 million sf of industrial development in the central portion of the project site without adoption of a specific plan; however, the remainder of the project site would be developed in accordance with the proposed land use designations and pre-zones, similar to the proposed project. Future development would similarly be required to comply with Mitigation Measures BIO-1 through BIO-3 to minimize potential impacts to special-status plant species, burrowing owls, and nesting birds; and Mitigation Measures BIO-4 and BIO-5 to minimize potential impacts to jurisdictional resources such as Amargosa Creek and tributaries, and artificial pond features that occur within the project site. As such, development intensity under this alternative would be similar to the proposed project and would result in similar impacts to biological resources.

TRIBAL AND CULTURAL RESOURCES

This alternative would result in a similar buildout intensity as the proposed project without adoption of a specific plan. Future development would also likely be required to comply with Mitigation Measures CUL-1 through CUL-5 to minimize potential impacts to cultural resources, and Mitigation Measures CUL-6 and CUL-7 to minimize potential impacts to tribal cultural resources. Thus, the potential to impact previously undiscovered tribal or cultural resources would be similar under this alternative.

GEOLOGY AND SOILS

Although no specific plan would be adopted, development potential under this alternative would be similar to the proposed project. Similarly, future development would be required to comply with Mitigation Measures GEO-1 through GEO-5 to minimize potential geological and paleontological impacts. As impacted areas would be similar, impacts pertaining to geology and soils would be similar under this alternative.

HYDROLOGY AND WATER QUALITY

As detailed above, this alternative would result in a similar buildout potential as the proposed project even without adoption of a specific plan. As development intensity would be similar, construction and operations of future development under this alternative would result in similar impacts to stormwater pollutants compared to future development under the project. As such, potential impacts to hydrology and water quality would be similar under this alternative.

HAZARDS AND HAZARDOUS MATERIALS

As detailed above, this alternative would accommodate development of approximately 11.3 million sf of industrial development without a specific plan with the remainder of the project site also developed in accordance with the proposed land use designations and pre-zones. Similar to the proposed project, future industrial uses developed under this alternative could involve the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions or the transport, use, or disposal of hazardous materials. Future development would be required to comply with Mitigation Measures HAZ-1 through HAZ-3 to minimize potential impacts from accidental conditions involving the release of hazardous materials. As such, this alternative's potential to create a significant hazard to the public or the environment would be similar to the proposed project.

POPULATION AND HOUSING

Under this alternative, similar employment, population, and housing growth would result. As such, this alternative would result in similar impacts with regards to population and housing.

PUBLIC SERVICES AND RECREATION

Given the similar buildout intensity as the proposed project, this alternative would also result in similar employment, population, and housing growth. As such, this alternative would likely result in similar demand on existing public services and recreation, including fire, police, school, library, and park services, compared to that of the proposed project. Impacts pertaining to public services and recreation would be similar under this alternative.

UTILITIES AND SERVICE SYSTEMS

Under this alternative, similar employment, population, and housing growth would result. As such, this alternative would likely result in similar demand on utilities and service systems including water, wastewater, storm drains, and solid waste, compared to that of the proposed project. Impact pertaining to utilities and service systems would be similar under this alternative.

TRANSPORTATION

Buildout of this alternative would be similar to the proposed project. As such, trip generation and VMT impacts would also be similar. Future development under this alternative would continue to be subject to project-specific and site-specific discretionary approvals (including separate CEQA review) on a case-by-case basis and likely be required to comply with Mitigation Measure TRA-1 (to conduct project-level VMT analysis and mitigate VMT impacts with payment into the City's VMT Mitigation Program, as applicable). It should be noted that under this alternative, annexation would occur, and potential VMT impacts associated with future development could be mitigated using the City's VMT mitigation program; future development applicants are not required to utilize the City's program and could mitigate potential VMT impacts with other reasonable options. Overall, potential transportation impacts associated with this alternative would be similar to the proposed project.

AIR QUALITY

Buildout of this alternative would be similar to the proposed project. As such, air quality impacts from construction and operations of future uses would be similar. Future development would continue to be required to comply with proposed mitigation measures to minimize potential regional construction and operational emissions, AQMP consistency, and cumulative impacts. Overall, air quality impacts associated with this alternative would be similar to the proposed project; and remain significant and unavoidable.

GREENHOUSE GAS EMISSIONS

Buildout of this alternative would be similar to the proposed project. As such, GHG impacts from construction and operations of future uses would be similar. Overall, GHG impacts under this alternative would be similar to the proposed project and remain significant and unavoidable.

ENERGY

Buildout of this alternative would be similar to the proposed project. Thus, energy consumption during construction and operations of future development would be similar. Overall, energy impacts associated with this alternative would be similar to the proposed project.

NOISE

Buildout of this alternative would be similar to the proposed project. Thus, noise impacts resulting from the construction and operations of future development would be similar. As such, mobile noise impacts would remain significant and unavoidable under this alternative, and overall noise impacts would be the same.

RELATIONSHIP TO THE PROJECT OBJECTIVES

As detailed in Table 7-3, *No Specific Plan Alternative and Project Objectives*, the No Specific Plan Alternative would achieve most of the project's objectives although some to a lesser degree.

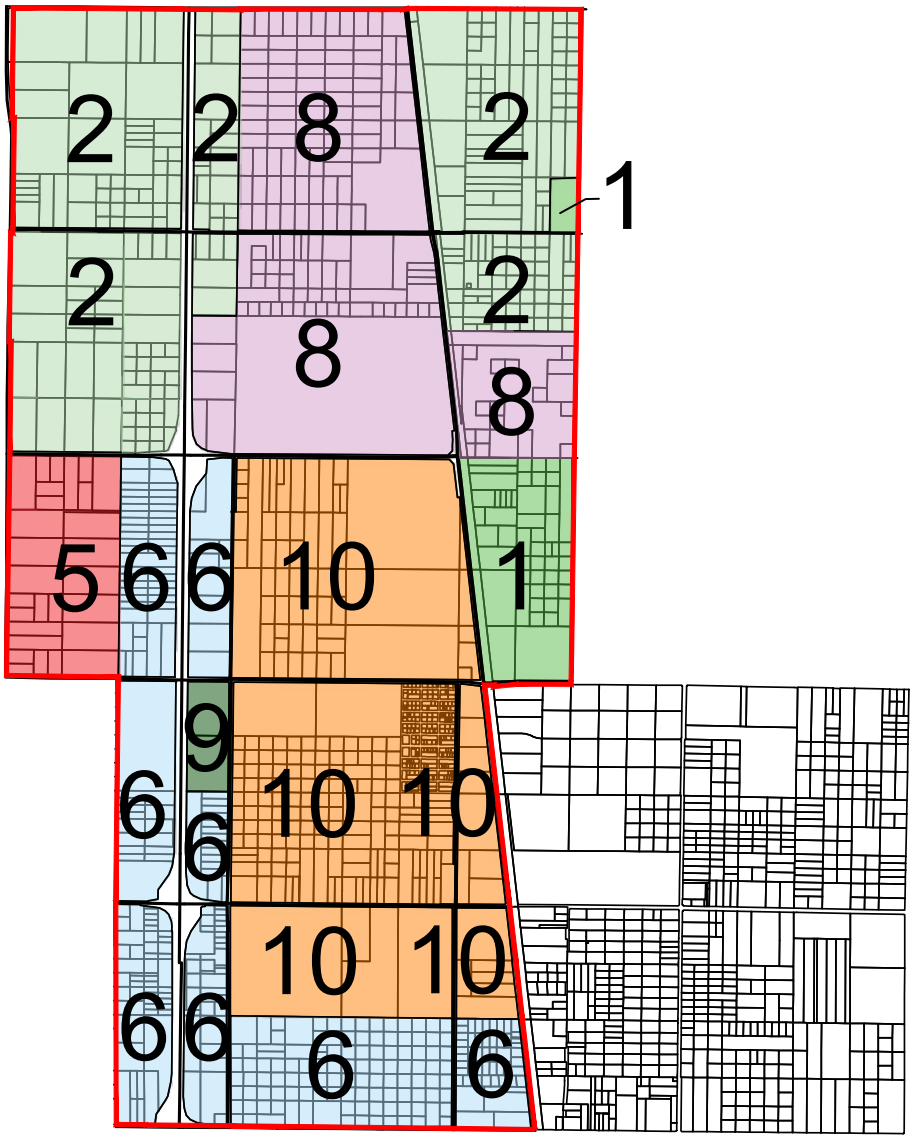
Table 7-3
No Specific Plan Alternative and Project Objectives

Project Objective	Discussion
1. Encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses.	This alternative would annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and would encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses. This alternative achieves Project Objective 1.
2. Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development.	This alternative would provide industrial uses that would generate employment within the City. As such, this alternative would achieve Project Objective 2.
3. Implement City of Lancaster General Plan policies and objectives relevant to the project and proposed industrial development.	This alternative would annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction, and future development would be required to implement relevant City of Lancaster General Plan policies and objectives. As such, this alternative would achieve Project Objective 3.
4. Expand economic development and facilitate job creation in the City by establishing a new industrial development area.	This alternative would provide employment-generating uses that expand economic development and facilitate job creation in the City. As such, this alternative would achieve Project Objective 4.
5. Attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment.	This alternative would result in the same development within the project site, thereby attracting new businesses to the City and a more equal jobs-housing balance in the Antelope Valley would result. Thus, this alternative would achieve Project Objective 5.
6. Provide for uses that generate tax revenue for the City, including, but not limited to, increased property tax, in order to support the City's ongoing municipal operations.	This alternative would result in the same development within the project site that generate similar tax revenue for the City as the proposed project. Thus, this alternative would achieve Project Objective 6.

Project Objective	Discussion
7. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.	This alternative would annex the project site into the City of Lancaster and develop new industrial warehouse uses in the central portion of the site. However, this alternative would not adopt a Specific Plan that guides future development in the project area in an orderly manner, coordinated with the provisions of necessary infrastructure and public improvements. As such, this alternative would not achieve Project Objective 7.
8. Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.	Under the proposed project, the NLISP would guide industrial development within the Specific Plan area to ensure future industrial buildings meet Class A standards to ensure economic competitiveness for the City. Given that this alternative would not adopt the NLISP, future industrial buildings may not be constructed to Class A standards. Thus, this alternative would achieve Project Objective 8 but to a lesser extent than the project.
9. Guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area.	This alternative would not adopt a Specific Plan to guide light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area. As such, this alternative would not achieve Project Objective 9.
10. Ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.	Future development in the remainder of the annexation area would also be required to ensure adequate public services and utility services are provided. However, this alternative would not adopt the NLISP which includes utility infrastructure plans to ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster. As such, this alternative would achieve Project Objective 10 but to a lesser extent than the project.

7.7 MODIFIED MIXED-USE ALTERNATIVE

The Modified Mixed-Use Alternative assumes the proposed annexation would occur and the Specific Plan would be adopted. Similar to the proposed project, the Specific Plan would allow for 38.5 sf of industrial uses and associated site improvements in the central portion of the annexation area. However, the mixed-use area proposed on the north and south side of Avenue D, west of SR-14 would be modified and reduced in size from approximately 408 acres to 325 acres. Specifically, under this alternative, the approximately 83-acre area north of Avenue D would be designated NU and pre-zoned as RR-2.5, and the approximately 325-acre area south of Avenue D would be designated MU and pre-zoned MU-C (Mixed Use – Commercial); refer to Exhibit 7-1, *Modified Mixed-Use Alternative*. While this modification is still a mixed-use zoning which allows residential uses, the focus would be more on commercial type uses, including offices, and would prohibit light industrial uses.



LAND USE		LANCASTER GP DESIGNATIONS		LANCASTER ZONING DESIGNATIONS	
1	314 Acres	NU	(NON-URBAN RESIDENTIAL 1 DU/2.5 AC. TO 2 DU/AC.	RR-2.5	(RURAL RESIDENTIAL 2.5, 1 DU/ 100,000 SF)
2	1,843 Acres	NU	(NON-URBAN RESIDENTIAL 1 DU/2.5 AC. TO 2 DU/AC.	RR-2.5	(RURAL RESIDENTIAL 2.5, 1 DU/ 100,000 SF)
5	325 Acres	MU	(MIXED USE) 21 DU/AC., 1.0 FAR RETAIL, OFFICE, SERVICE USES	MU-C	(MIXED USE-COMMERCIAL)
6	1,330 Acres	LI	LIGHT INDUSTRY	LI	LIGHT INDUSTRY
8	1,415 Acres	P	PUBLIC USES	P	PUBLIC USES
9	70 Acres	MR1	MULTIPLE FAMILY RESIDENTIAL	MHP	MOBILE HOME PARK
10	1,864 Acres	SP	SPECIFIC PLAN	SP	SPECIFIC PLAN

Source: T&B Planning, 2025

Michael Baker INTERNATIONAL

NOT TO SCALE

04/2025 • JN 202359

WESTSIDE ANNEXATION AND NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Modified Mixed-Use Alternative

Exhibit 7-1

The remainder of the annexation area would be developed in accordance with the proposed land use designations and pre-zones, similar to the proposed project. Anticipated City discretionary approvals for this alternative include Annexation, General Plan Amendment and Pre-Zoning. The annexation would also be subject to the LAFCO annexation process.

The following discussion evaluates the potential environmental impacts associated with the Modified Mixed-Use Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

LAND USE AND PLANNING

Under this alternative, the approximately 83-acre area on the north side of Avenue D west of SR-14 would be designated NU and pre-zoned as RR-2.5 for future rural residential uses instead of mixed use (under the proposed project), which would be consistent with the area further north of Avenue D also proposed as RR-2.5. The approximately 325-acre area south of Avenue D and west of SR-14 would be designated MU and pre-zoned MU-C for future mixed-use development with a focus on commercial uses and prohibit light industrial uses. As detailed in the LMC, the MU-C zone emphasizes a more fully integrated residential and commercial mixed use development, characterized by "destination features" and social gathering areas. This zone would prohibit light industrial uses. MU-E zone (proposed under the project) is intended to provide an area for non-retail employment uses in close proximity to residential uses. Mixed use employment development would typically include multi-family residential uses in conjunction with office professional, business park-type, and some light industrial uses. While allowed land uses would slightly vary between the MU-C and MU-E pre-zones, similar entitlements would be required, and land use and planning impacts would be similar.

AESTHETICS

Under this alternative, the mixed-use area proposed on the north and south side of Avenue D, west of SR-14 would be modified and reduced in size. Specifically, under this alternative, the approximately 83-acre area north of Avenue D would be designated NU and pre-zoned as RR-2.5, and the approximately 325-acre area south of Avenue D would be designated MU and pre-zoned MU-C; refer to Exhibit 7-1. Thus, overall development intensity would be slightly reduced due to the reduction in mixed-use areas from approximately 408 acres to 325 acres, and an approximately 83-acre increase in rural residential use. As such, this alternative would result in reduced aesthetics/light and glare impacts compared to the proposed project.

AGRICULTURE AND FORESTRY RESOURCES

The project site includes areas that are currently zoned by the County as A-2-2 and R-A. This alternative would convert some of these agriculturally zoned areas to be zoned inclusive of agricultural and non-agricultural uses under the City's Zoning Code, specifically, to RR-2.5. However, the RR-2.5 zone would still accommodate agricultural uses in accordance with Municipal Code Section 17.08.050, *Uses and permit requirements*. Thus, impacts in this regard would be similar to the proposed project.

BIOLOGICAL RESOURCES

Under this alternative, the mixed-use area proposed on the north and south side of Avenue D, west of SR-14 would be modified and reduced in size. Future development would similarly be required to comply with Mitigation Measures BIO-1 through BIO-3 to minimize potential impacts to special-status plant species, burrowing owls, and nesting birds; and Mitigation Measures BIO-4 and BIO-5 to minimize potential impacts to jurisdictional resources such as Amargosa Creek and tributaries, associated clay pan features, and artificial pond features that occur within the project site.

Although overall development intensity would be slightly reduced due to the reduction in size of the mixed-use areas from approximately 408 acres to 325 acres, the project boundary would remain the same and buildout under this alternative, regardless of anticipated land use, could still result in developed/graded sites. Therefore, biological resources on the project site would be the same, and potential impacts to sensitive species or habitat in the project area would be similar to the proposed project.

TRIBAL AND CULTURAL RESOURCES

Although the mixed-use area would be reduced under this alterative, future development would also likely be required to comply with Mitigation Measures CUL-1 through CUL-5 to minimize potential impacts to cultural resources, and Mitigation Measures CUL-6 and CUL-7 to minimize potential impacts to tribal cultural resources. Although overall development intensity would be slightly reduced, the project boundary would remain the same and buildout under this alternative, regardless of anticipated land use, could still result in developed/graded sites. Thus, the potential to impact previously undiscovered tribal or cultural resources would be similar under this alternative.

GEOLOGY AND SOILS

As stated, overall development intensity would be slightly reduced under this alternative due to a reduction in size of the proposed mixed-use areas. However, the potential to exacerbate existing geological hazards on-site (e.g., liquefaction, expansive soils, erosion, lateral spreading) would be similar to the proposed project given that development would still occur throughout the annexation area. Further, future development would be required to comply with Mitigation Measures GEO-1 through GEO-5 to minimize potential geological and paleontological impacts. Overall, impacts in this regard would be similar.

HYDROLOGY AND WATER QUALITY

Although overall development intensity would be slightly reduced due to the reduction in size of the mixed-use areas from approximately 408 acres to 325 acres, the project boundary would remain the same and buildout under this alternative, regardless of anticipated land use, could still result in developed/graded sites. Therefore, the potential to negatively impact hydrology and water quality would be similar to the proposed project.

HAZARDS AND HAZARDOUS MATERIALS

This alternative would reduce the proposed mixed-use area by approximately 83 acres and replace it with rural residential zoning (RR-2.5). Both mixed-use and rural residential uses could involve the release of hazardous materials into the environment through reasonably foreseeable upset and accident conditions or the transport, use, or disposal of hazardous materials. Future development would be required to comply with Mitigation Measures HAZ-1 through HAZ-3 to minimize potential impacts from accidental conditions involving the release of hazardous materials. As such, this alternative's potential to create a significant hazard to the public or the environment would be similar to the proposed project.

POPULATION AND HOUSING

As detailed above, the proposed mixed-use area would be modified and reduced in size. Specifically, approximately 83 acres would be designated NU and pre-zoned as RR-2.5, and approximately 325 acres would be designated MU and pre-zoned MU-C. The increase in residential acreage is not likely to increase population growth as the additional residential acreage is for single family residences on 2.5 acre lots. This is substantially less dense than residential uses allowed under a mixed use development. Additionally, employment opportunities would also be reduced compared to the proposed project buildout. As such, potential impacts pertaining to population and house would be similar or slightly less under this alternative.

PUBLIC SERVICES AND RECREATION

As discussed above, the approximately 83-acre increase in RR-2.5 zoned areas on-site would increase population growth compared to the project. Consequently, this alternative would result in increased demand for existing public services and recreation, including fire, police, school, library, and park services, compared to that of the proposed project. As such, potential impacts pertaining to public services and recreation would increase under this alternative.

UTILITIES AND SERVICE SYSTEMS

As discussed above, the increase in RR-2.5 zoned areas on-site would result in increased population growth. Consequently, this alternative would result in increased demand on utilities and service systems including water, wastewater, storm drains, and solid waste, compared to that of the proposed project. As such, utilities and service systems impacts would increase under this alternative.

TRANSPORTATION

Buildout of this alternative would result in less daily trips due to the reduction in mixed-use areas (which typically generate more trips than rural residential uses) from approximately 408 acres to 325 acres. Given the reduction in daily trips, VMT impacts would also reduce under this alternative. Similar to the proposed project, future development would continue to comply with Mitigation Measure TRA-1 (to conduct project-level VMT analysis and mitigate VMT impacts with payment into the City's VMT Mitigation Program, as applicable) . It should be noted that under this alternative, annexation

would occur, and potential VMT impacts associated with future development could be mitigated using the City's VMT mitigation program; future development applicants are not required to utilize the City's program and could mitigate potential VMT impacts with other reasonable options. Overall, potential transportation impacts associated with this alternative would reduce compared to the proposed project.

AIR QUALITY

Buildout of this alternative would result in less daily trips due to the reduction in mixed-use acreage (which typically generate more trips than rural residential uses). Thus, air quality impacts from construction and operations of future development would decrease. Similar to the proposed project, future development would continue to comply with proposed mitigation measures to minimize potential regional construction and operational emissions, AQMP consistency, and cumulative impacts. Overall, air quality impacts associated with this alternative would decrease compared to the proposed project but would remain significant and unavoidable.

GREENHOUSE GAS EMISSIONS

As detailed above, buildout of this alternative would result in less daily trips due to the reduction in mixed-use acreage (which typically generate more trips than rural residential uses) from approximately 408 acres to 325 acres; consequently, operational GHG emissions would also decrease. Overall, GHG impacts associated with this alternative would decrease compared to the proposed project but would remain significant and unavoidable.

ENERGY

As detailed above, buildout of this alternative would result in less daily trips; consequently, energy consumption impacts would also reduce. Thus, energy impacts associated with this alternative would decrease compared to the proposed project.

NOISE

Under this alternative, the mixed-use area would be modified and reduced in size. Operational stationary noise associated with mixed-uses would typically be higher than rural residential uses due to truck loading and unloading activities, among other activities. As such, this alternative would result in reduced operational noise impacts. Further, buildout of this alternative would result in less daily trips due to the reduction in size of the mixed-use area (which typically generate more trips than rural residential uses) from approximately 408 acres to 325 acres. Consequently, operational mobile noise impacts would also decrease. Overall, noise impacts associated with this alternative would decrease compared to the proposed project but would remain significant and unavoidable.

RELATIONSHIP TO THE PROJECT OBJECTIVES

As detailed in Table 7-4, *Modified Mixed Use Development Alternative and Project Objectives*, the Modified Mixed Use Development Alternative would achieve most of the project's objectives although to a lesser degree.

Table 7-4
Modified Mixed Use Development Alternative and Project Objectives

Project Objective	Discussion
1. Encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses.	This alternative would annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction and would encourage development of various land use types in northern Lancaster, including residential, mixed-use, industrial, and public uses. This alternative achieves Project Objective 1.
2. Accommodate employment-generating land uses in Lancaster that provide jobs to local residents and contribute towards the City's economic development.	This alternative would adopt the North Lancaster Industrial Specific Plan anticipated to guide development of up to 38.5 million sf of light and heavy industrial uses and allow for employment within the City. However, this alternative would reduce the size of proposed mixed-use area from approximately 408 acres to 325 acres, and increase rural residential use areas by approximately 83 acres. As employment opportunities in mixed-uses are higher than in rural residential uses (which allows for agricultural uses), future employment within the project site would be reduced under this alternative. As such, this alternative would achieve Project Objective 2, but not to the extent of the proposed project.
3. Implement City of Lancaster General Plan policies and objectives relevant to the project and proposed industrial development.	This alternative would annex the project site from unincorporated Los Angeles County into the City of Lancaster jurisdiction, and future development would be required to implement relevant City of Lancaster General Plan policies and objectives. As such, this alternative would achieve Project Objective 3.
4. Expand economic development and facilitate job creation in the City by establishing a new industrial development area.	While this alternative would still provide employment-generating uses that expand economic development and facilitate job creation in the City, this alternative would provide less economic development and jobs than the proposed project due to the reduction in size of the mixed-use area. Additionally, the MU-C pre-zone would prohibit light industrial uses. As such, this alternative would achieve Project Objective 4 but to a lesser extent than the proposed project.
5. Attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Antelope Valley that reduce the need for members of the local workforce to commute outside the area for employment.	While this alternative would still provide employment-generating uses that expand economic development and facilitate job creation in the City, it would reduce the mixed-use area by approximately 83 acres and convert it to rural residential use. As such, future employment within the project site would be reduced under this alternative. This alternative would achieve Project Objective 5 but to a less extent than the proposed project.
6. Provide for uses that generate tax revenue for the City, including, but not limited to, increased property tax, in order to support the City's ongoing municipal operations.	While this alternative would still provide employment-generating uses that expand economic development and facilitate job creation in the City, it would reduce the mixed-use area by approximately 83 acres and convert it to rural residential use. As less commercial development would occur, less tax revenue would be generated for the City. This alternative would achieve Project Objective 6 but to a less extent than the proposed project.

Project Objective	Discussion
7. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.	This alternative would annex the project site into the City of Lancaster and develop new industrial warehouse uses in the central portion of the site in accordance with the proposed NLISP. As such, this alternative would achieve Project Objective 7.
8. Maximize development of Class A speculative warehouse industrial buildings in the project area that meet contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are economically competitive, to assist the City in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.	This alternative would continue to develop the Specific Plan area anticipated to guide development of up to 38.5 million sf of light and heavy industrial uses, similar to the proposed project. However, this alternative would result in the creation of MU-C pre-zone instead of MU-E pre-zone. MU-C prohibits light industrial uses; thus, this alternative would not maximize development of Class A speculative warehouse industrial buildings to the extent of the proposed project. As such, this alternative achieves Project Objective 8 but to a lesser extent than the proposed project.
9. Guide future light and heavy industrial development in northern Lancaster in a manner that is visually cohesive, environmentally sustainable, and compatible with existing and planned uses in the surrounding area.	This alternative would adopt the proposed Specific Plan to guide industrial development within the project site. As such, this alternative would achieve Project Objective 9.
10. Ensure adequate public services and utility services are provided to accommodate future growth in northern Lancaster.	As stated, this alternative would adopt the NLISP which includes utility infrastructure plans. Future development in the remainder of the annexation area would also be required to ensure adequate public services and utility services are provided. As such, this alternative would achieve Project Objective 10.

7.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 7-5, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project).

Review of Table 7-5 indicates the No Project/County General Plan Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project's environmental impacts. According to CEQA Guidelines Section 15126.6(e), "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, considering all remaining build alternatives, the Reduced Intensity Alternative is considered environmentally superior to the proposed project.

The Reduced Intensity Alternative would be environmentally superior to the proposed project with regards to aesthetics/light and glare, population and housing, public services and recreation, utilities and services systems, transportation, air quality, GHG emissions, energy, and noise. This alternative would result in similar environmental impacts to land use and planning, agriculture and forestry resources, biological resources, tribal and cultural tribal resources, geology and soils, hydrology and water quality, and hazards and hazardous materials; refer to Table 7-5.

Table 7-5
Comparison of Alternatives

Sections	No Project/County General Plan Alternative	Reduced Intensity Alternative	No Specific Plan Alternative	Modified Mixed-Use Alternative
Land Use and Planning	↓	=	=	=
Aesthetics/Light and Glare	↓	↓	↑	↓
Agriculture and Forestry Resources	=	=	=	=
Biological Resources	=	=	=	=
Tribal and Cultural Resources	=	=	=	=
Geology and Soils	=	=	=	=
Hydrology and Water Quality	↓	=	=	=
Hazards and Hazardous Materials	↓	=	=	=
Population and Housing	=	↓	=	=
Public Services and Recreation	↓	↓	=	↑
Utilities and Service Systems	↓	↓	=	↑
Transportation	↓	↓	=	↓
Air Quality	↓	↓	=	↓
Greenhouse Gas Emissions	↓	↓	=	↓
Energy	↓	↓	=	↓
Noise	↓	↓	=	↓

↑ Indicates an impact that is greater than the proposed project (environmentally inferior).
↓ Indicates an impact that is less than the proposed project (environmentally superior).
= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).

The Reduced Intensity Alternative would achieve most of the project's objectives although to a lesser degree than the proposed project. Specifically, this alternative would achieve the follow objectives to a similar degree as the proposed project: encourage development of various land use types in northern Lancaster (Project Objective 1), implement City of Lancaster General Plan policies and objectives relevant to the project and proposed industrial development (Project Objective 3), and accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements (Project Objective 7). However, due to reduction in development density, this alternative would likely result in less employment and business opportunities; thus, this alternative would achieve the following objectives to a lesser degree than the proposed project: accommodate employment generation land uses (Project Objective 2), develop a new industrial development area and expand economic development and facilitate job creation (Project Objective 4), attract new businesses (Project Objective 5), established uses that generate new tax revenue (Project Objective 6), and maximize development of Class A speculative warehouse industrial buildings (Project Objective 8).

Overall, the Reduced Intensity Alternative would achieve some of the project's basic objectives but not to the extent of the proposed project.

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

During preparation of this EIR, the City of Lancaster (City) conducted an analysis of the proposed project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in *CEQA Guidelines* Appendix G. Through the course of this evaluation, certain impacts were identified as "less than significant" or "no impact" due to the inability of a project of this scope to yield such impacts or the absence of project characteristics producing effects of this type. These effects are not required to be included in the EIR's primary environmental analysis sections (Section 5.1 through 5.16). In accordance with *CEQA Guidelines* Section 15128, the following discussion includes a brief description of potential impacts found to be less than significant or result in no impact. The lettered analyses under each topical area directly correspond to their order in *CEQA Guidelines* Appendix G.

AESTHETICS. *Would the project:*

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. According to the California Department of Transportation's California State Scenic Highway System Map, there are no officially designated or eligible State scenic highways within or near the project site.[1] The nearest eligible State scenic highways are segments of northbound State Route 14 (SR-14) and State Route 58 (SR-58); both eligible segments are located approximately 18 miles north of the project site.

The City of Lancaster's Master Environmental Assessment identifies local roadways that serve as scenic routes, specifically SR-14, Avenue K (110th Street West to 90th Street West), Avenue M (60th Street West to 10th Street West), 60th Street West (Avenue K to Avenue M), and 90th Street West (Avenue K to the Kern County line).However, these scenic roadways are not designated as State scenic highways. Therefore, no impact would occur.

AGRICULTURE AND FORESTRY RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology*

[1] California Department of Transportation, *Scenic Highways*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed September 12, 2024.

provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. According to the California Department of Conservation's *California Important Farmland Finder*, no land within the project site is currently mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. [2] As such, no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The County and City do not have existing zoning districts for forest land, timberland, or timberland production. Thus, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to response to Agriculture and Forestry Resources (c).

BIOLOGICAL RESOURCES. *Would the project:*

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The proposed project would not conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. The proposed project would be subject to the requirements of Ordinance No. 848, *Biological Impact Fee*, which requires payment of $770 per acre to offset the cumulative loss of biological resources in the Antelope Valley as a result of development (LMC Chapter 15.66). This fee is required of all projects occurring on previously undeveloped land regardless of the biological resources present and is utilized to enhance biological resources through education programs and the acquisition of property for conservation. Therefore, no impacts would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans which are applicable to the project site. The West Mojave Coordinated Habitat Conservation Plan only applies to federal land, specifically

[2] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed December 16, 2024.

land owned by Bureau of Land Management. In conjunction with the Coordinated Management Plan, a Habitat Conservation Plan (HCP) was proposed which would have applied to all private properties within the Plan Area. However, this HCP was never approved by the California Department of Fish and Wildlife nor was it adopted by the local agencies (counties and cities) within the Plan Area. As such, there is no HCP that is applicable to the project site and no impacts would occur.

GEOLOGY AND SOILS. *Would the project:*

a)(i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. The project site, like the rest of Southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults." However, based on the California Geological Survey, there are no Alquist Priolo Fault zones within the project area. The nearest active fault is the San Andreas Fault, located approximately 10 miles to the south of the project site, south of the City of Palmdale.[3] Therefore, the potential for surface rupture of a known active fault is considered very low. No impact would occur.

a)(iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. Landslides, slope failures, and mudflows of earth materials generally occur where slopes are steep and/or the earth materials are too weak to support themselves. Earthquake-induced landslides may also occur due to seismic ground shaking. However, based on the California Geological Survey, the project site does not have the potential for earthquake induced landslides.[4] Additionally, the geotechnical reports prepared for Planning Areas 2, 4, 6, 7, and 8 within the Specific Plan area confirmed that they are relatively flat and have a very low landslide hazard risk. Therefore, the project site does not have the potential for earthquake induced landslides. As such, project implementation would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur.

HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

[3] California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed March 13, 2025.

[4] Ibid.

No Impact. The City is currently serviced by Antelope Valley Union High School District, Eastside Union School District, Lancaster School District, and Westside Union School District.[5] The closest schools to the project site are the Lancaster School District's Desert View Elementary School located at 1555 Avenue H-10, approximately 1.75 miles to the south and Mariposa Elementary School at 737 Avenue H-6. As there are no schools within one-quarter mile of the project site, no impacts would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Based on the Preliminary Hazardous Assessment, the project site is not listed pursuant to California Government Code Section 65962.5; refer to Appendix 11.6, *Hazardous Materials Documentation*. As such, no impacts would occur.

LAND USE AND PLANNING. *Would the project:*

a) Physically divide an established community?

No Impact. Much of the project site is vacant and undeveloped with scattered rural residences and mobile home parks. The entire project site is within unincorporated Los Angeles County and located in the City's Sphere of Influence (SOI). The proposed annexation would not include any physical development.

Future development in the Specific Plan area would be served by existing major arterials (Avenue D, Avenue E, Avenue F, 10th Street West, 20th Street West, and Sierra Highway) and secondary arterials (Avenue F-8) within the Specific Plan area. Final street design, intersection design, intersection spacing, intersection right-of-way, and traffic controls would be required to conform to the City of Lancaster's General Plan Circulation Element, *Master Plan of Complete Streets*, and other applicable City standards. A network of sidewalks and bicycle lanes within the street rights-of-way is also proposed; the non-vehicular transportation improvements within the Specific Plan area would ultimately connect to the existing City and County bicycle and trail system.

As there are no established communities within the project site, buildout of the annexation area in accordance with the proposed pre-zones and buildout of the Specific Plan area would not physically divide an established community, and no impacts would occur.

MINERAL RESOURCES. *Would the project:*

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

[5] City of Lancaster, *Public School Districts*, https://www.cityoflancasterca.org/services/local-resources/education/public-school-districts, accessed December 16, 2024.

No Impact. According to the California Department of Conservation, no active mining operations currently occur within the project area.[6] Additionally, the project area is designated as Mineral Resource Zone 3 (MRZ-3), which is defined as areas containing mineral deposits the significance of which cannot be evaluated from available data.[7] As such, project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the State's residents. No impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to response to Mineral Resources (a). No locally-important mineral resource recovery sites are located within the project area. Thus, project implementation would not result in the loss of availability of a locally-important mineral resource recovery site and no impact would occur.

POPULATION AND HOUSING. *Would the project:*

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. Although there are existing rural residences, mobile home parks, and industrial uses located within the project site, the majority of the project site consists of vacant and undeveloped land. No existing structures, including the rural residences and mobile home parks, would be demolished as part of project implementation. The proposed annexation and NLISP do not propose any new development that could displace existing residences. All future development associated with the proposed project would be required to undergo project-level environmental review under CEQA on a case-by-case basis. No impacts would occur.

WILDFIRE. *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:*

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

[6] California Department of Conservation Division of Mine Reclamation, *Mines Online*, https://maps.conservation.ca.gov/mol/index.html, accessed November 6, 2024.

[7] California Department of Conservation Division of Mines and Geology, *Generalized Mineral Land Classification Map of Los Angeles County – North Half, Aggregate Resources Only*, 1994.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. According to the California Department of Forestry and Fire Protection's *Fire Hazard Severity Zone Viewer*, the project site is not located in or near a State Responsibility Area (SRA) or Local Responsibility Area nor classified as a Very High Fire Hazard Severity Zone.[8] As such, no impact would occur.

[8] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Viewer*, https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/, accessed November 6, 2024.

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