



COMMUNITY
DEVELOPMENT

City of Lancaster Initial Study

1. **Project title and file number:** Site Plan Review No. 24-010
2. **Lead agency name and address:** City of Lancaster
Community Development Department
Planning Division
44933 Fern Avenue
Lancaster, California 93534
3. **Contact person and phone number:** Jocelyn Swain, Senior Planner
City of Lancaster
Community Development Department
(661) 723-6100
4. **Location:** ±30 acres at the southwest corner of 25th Street West and Avenue F-8
(Assessor Parcel Numbers [APNs] 3114-010-054 and eastern 10 acres of 3114-010-003) (see Figure 1)
5. **Applicant name and address:** Northpoint Development, LLC
Chandler Elliott
3315 N. Oak Trafficway
Kansas City, MO 64116
6. **General Plan designation:** Light Industry (LI)
7. **Zoning:** Specific Plan (SP) No. 95-02
Fox Field Specific Plan
8. **Description of project:**

The approximately 30-acre project site consists of two parcels at the southwest corner of 25th Street West and Avenue F-8 (APNs 3114-010-054 and eastern 10 acres of 3114-010-003) (Figure 1). The project site is currently vacant, with no existing structures or paved roads present.

The applicant proposes two development options for the site: 1) development of an approximately 510,000 square foot (sf) warehouse building (referred to as the Warehouse Option) or 2) development of a trailer parking facility (referred to as the Trailer Parking Option). Each of these development options are described in more detail below.

Warehouse Option

This option involves the construction and operation of a 510,000 sf industrial warehouse with 40,000 sf of office space (Figure 2). The proposed building would be tilt-up concrete construction with elements of insulated metal panels and would be approximately 50 feet in height. It is anticipated that this option would generate 194 new permanent jobs. Other ancillary improvements would include road improvements along Avenue F-8, 25th Street West, private driveways, lighting, and utility improvements. The facility is anticipated to operate 24 hours per day, 7 days per week. Access to the warehouse building would be provided via Avenue F-8 from 30th Street West. Additionally, landscaping would be provided throughout and around the perimeter of the site. A detention basin is also proposed along the southern project boundary.

This option would include a total of 152 trailer parking spaces and 236 passenger vehicle parking spaces. Of the 236 passenger vehicle spaces, 12 spaces would be electric vehicle (EV) charging stations and 35 spaces would be EV capable. The project would also include 16 bicycle parking spaces. This option would also include the installation of solar and battery storage to the extent practicable to meet electricity demands while meeting minimum California Green Building Code standards.

Under this option, construction would occur over approximately 14 months, beginning in January 2026 and concluding in March 2027. Construction activities would occur between the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday in accordance with the Lancaster Municipal Code (LMC). Construction activities would primarily include grading, building construction, paving, and architectural coating. Approximately 442,000 cubic yards of cut and 446,000 cubic yards of fill are expected, resulting in 4,000 cubic yards of material import during the grading phase.

Trailer Parking Option

This option would construct a trailer parking facility consisting of approximately 929 trailer parking spaces as ancillary parking nearby industrial uses (Figure 3). Other improvements would include road improvements along Avenue F-8, 25th Street West, private driveways, and lighting improvements. No buildings would be constructed under this option. Access to the trailer parking facility would be provided via Avenue F-8 from 30th Street West. Additionally, landscaping would be provided throughout and around the perimeter of the site.

Construction of the trailer parking facility would occur over approximately three months, beginning in January 2026 and concluding in April 2026. Construction activities would occur between the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday in accordance with the LMC. Construction activities would primarily include grading, paving, and striping for the parking facility. Construction under this development option would not require any import or export of earthwork materials.

9. Surrounding land uses and setting:

The project site and immediately surrounding properties are vacant. The nearest sensitive receptor to the project site is a single family residential use located approximately 2,000 feet to the north of the project site. Slightly further north along Avenue F, there is an industrial/contractor's yard and several single-family residences. The Holiness Church of God is located 1.1-mile northwest of the project site. Approximately 0.8-mile to the south are the Antelope Valley Fairgrounds and the Rite-Aid Distribution Facility. The Michaels Distribution facility is approximately 1.2 miles to the southwest. The Fox Field Airfield and other industrial uses such as the Sygma Distribution Facility and the California National Guard Building are

located approximately 1.7 to 2.0 miles to the west. The Apollo Community Regional Park is located approximately 1.0-mile west of the project site. The Antelope Valley Freeway (State Route 14; SR-14) is located approximately 0.3-mile east of the project site with access to the freeway available from Avenue G. The Amargosa Creek and drainage basin is located just east of SR-14. Additional residential subdivisions and commercial uses are located further to the south (south of Avenue I) and southeast, east of SR-14. Table 1 provides the zoning and existing land uses immediately surrounding the project site.

**Table 1
Zoning/Land Use Information**

Direction	Zoning		Existing Land Use
	City	County	
North	SP 95-02	N/A	Vacant
East	SP 95-02	M-1 (Light Manufacturing)	Vacant
South	SP 95-02	N/A	Vacant
West	SP 95-02	N/A	Vacant



Figure 1, Project Location Map

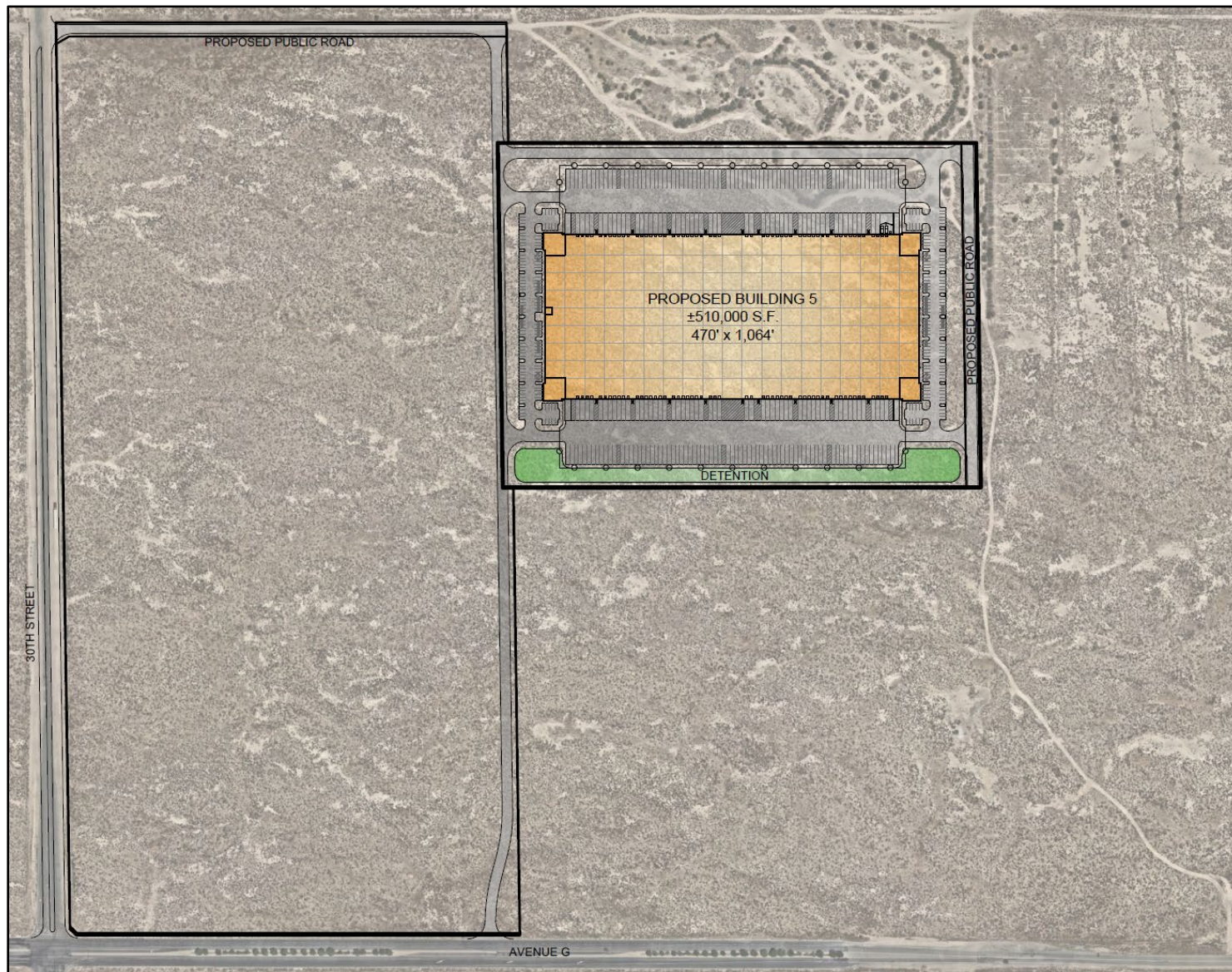


Figure 2, Warehouse Option Site Plan



Figure 3, Trailer Parking Option Site Plan

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement.)

Approvals from other public agencies for the proposed project include, but are not limited to, the following:

- California Department of Fish and Wildlife
- Lahontan Regional Water Quality Control Board
- Los Angeles County Airport Land Use Commission
- Antelope Valley Air Quality Management District
- Southern California Edison
- Los Angeles County Sanitation District #14 (Annexation)
- Los Angeles County Waterworks District #40 (Annexation)
- Los Angeles County Fire Department

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB) 52, consultation letters for the proposed project were sent on April 17, 2025 to three individuals associated with three tribes which have requested to be notified. These letters were mailed via certified return receipt mail and included copies of the site plans and a written description of the proposed project. Table 2 identifies the tribes, the person to whom the letter was directed, and the date the letter was received. A response was received from the Yuhaaviatam of San Manuel Nation and their requested mitigation measures have been included in the cultural resources section.

**Table 2
Tribal Notification**

Tribe	Person/Title	Date Received
Fernandeño Tataviam Band of Mission Indians	Sarah Brunzell, Manager	April 22, 2025
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairman	April 21, 2025
Yuhaaviatam of San Manuel Nation	Alexandra McCleary, Cultural Resource Analyst	April 21, 2025

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jocelyn Swain

 Jocelyn Swain, Senior Planner

July 21, 2025

 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Use. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. <u>AESTHETICS</u> . Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings with a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality or 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views of the area?			X	

a. Warehouse Option

The City of Lancaster General Plan (General Plan) identifies five scenic areas in the City and the immediately surrounding area (LMEA Figure 12.0-1). Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways. However, views of the open desert and the mountains surrounding the Antelope Valley are available from the project site and nearby roadways (Avenue G, 30th Street West, Avenue F-8, and SR-14). This option consists of the construction and operation of an approximately 510,000 sf industrial warehouse with 40,000 sf of office space. This facility is similar in appearance to other existing and approved distribution facilities located within the Fox Field Specific Plan (Specific Plan) area, including Michaels, Rite-Aid and Sygma. Furthermore, views of the mountains would not be blocked from public vantage points along the nearby roadways and panoramic views of the open space desert are available throughout the project vicinity. With implementation of this option, scenic views in the project area would not substantially change and would continue to be generally available from the roadways and project site. Therefore, impacts would be less than significant.

Trailer Parking Option

This option would not involve the construction of buildings or structures that could adversely impact scenic views of the open desert and mountains in the surrounding area. However, truck trailers would be stored on the site. These trailers are typically about 9 feet tall with a maximum height of 14 feet when

loaded on a truck and would be visible from surrounding roadways. However, the site would be screened with landscaping and a block wall in accordance with the Fox Field Specific Plan and LMC. The existing scenic views would continue to be available from the roadways and project site under this option. Thus, impacts would be less than significant.

- b. The project site is not located along any designated State Scenic Highways. There are no State designated scenic routes or highways within the City of Lancaster. Additionally, there are no trees, rock outcroppings or buildings on the project site. However, SR-14 is designated in the City of Lancaster Master Environmental Assessment (LMEA) as a local scenic roadway because of the views of the mountain ranges to the north and south of the valley. While the project site is near SR-14 (i.e., approximately 0.3-mile west of SR-14), the construction and operation of either option would not impact the existing views available to the traveling motorists on SR-14. . Moreover, landscaping would be provided throughout the project site and around the perimeter of the site to further screen the proposed building from views available to traveling motorists. Therefore, impacts would be less than significant under both options.
- c. The project site is located in an urbanized area, as defined by CEQA Guidelines Section 15387, *Urbanized Area*. As such, the analysis evaluates the project’s potential to conflict with applicable zoning and other regulations governing scenic quality.

Both options are consistent with the requirements of the Fox Field Specific Plan and Title 17, *Zoning*, of the LMC. The Specific Plan identifies the requirements for the aesthetics of individual developments within the Specific Plan area. The requirements are supplemented by the City’s Design Guidelines which were adopted on December 8, 2009 (and updated on March 30, 2010). These guidelines provide the basis to achieve quality design for all development within the City. Therefore, impacts for both options would be less than significant.

d. Warehouse Option

The ambient lighting in the vicinity of the project site is low to moderate due to street lights; security and operational lighting from the nearby fairgrounds and distribution facilities; vehicle headlights, and lighting from aircraft utilizing the Fox Field Airfield. Additional vehicle headlights from SR-14 are also visible. Light and glare would be generated under this option in the form of additional street lighting, parking facility/building security lighting and from motor vehicle headlights associated with employees and distribution facility vehicles. All lighting associated with the proposed development would be shielded and focused downward onto the project site. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, impacts would be less than significant.

Trailer Parking Option

Light and glare would be generated under this option in the form of additional street lighting, parking facility lighting and from vehicle headlights entering and existing the parking facility. All lighting within the proposed development would be shielded and focused downward onto the project site. While the trailers parked on-site could result in some glare, the site would be screened with landscaping and a block wall in accordance with the Fox Field Specific Plan and LMC. Additionally, the parking facility would be paved with non-reflective materials. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<p>II. <u>AGRICULTURE AND FORESTRY RESOURCES.</u> 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 Department 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 provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>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?</p>				X
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>				X
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				X
<p>e) 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?</p>				X

- a. The California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (FMMP) tracks and categorizes land with respect to agricultural resources. Land is designated as one of the following and each has a specific definition: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, and Other Land.

The maps for each county are updated every two years. The latest available map for Los Angeles County is from 2020. According to the 2020 map, the project site is designated as Other Land. Other Land is defined as “land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

As the project site is not designated as farmland of importance by the State nor is it currently utilized for agricultural purposes, no impacts to agricultural resources would occur under either option.

- b. The project site is zoned Specific Plan (SP) No. 95-02 with an underlying zoning of Light Industry. These designations do not allow for agricultural uses. Additionally, the project site and the surrounding area are not subject to a Williamson Act contract. Therefore, no impacts would occur under either option.
- c-d. According to the General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, neither option would result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. Therefore, no impacts would occur under either option.
- e. Refer to responses to Items IIa-d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. <u>AIR QUALITY</u> . Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

- a. An air quality study was prepared for both options of the proposed project by Michael Baker International and documented in a report entitled “SPR 24-010 – Air Quality Assessment Memorandum” and dated January 22, 2025.

According to the Antelope Valley Air Quality Management District (AVAQMD) 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 plans. 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).

Development proposed under the General Plan would not create air emissions that exceed the Air Quality Management Plan (GPEIR pgs. 5.5-21 to 5.5-22). The project site is designated SP and zoned SP No. 95-02 with an underlying zoning of Light Industry. Distribution facilities and parking facilities are both allowed under the Specific Plan and the underlying Light Industry zoning. Additionally, the both options would be required to comply with all applicable AVAQMD rules and regulations including, but not limited to, Rule 219 (Equipment Permitting), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 1113 (volatile organic compounds in architectural coatings), and Rule 1120 (asphalt paving). As such, any emissions associated with both options have already been accounted for and they would not conflict with or obstruct the

implementation of the Air Quality Management Plan. Therefore, no impacts would occur under either option.

Further, both options would result in less than significant impacts regarding localized and regional air pollutant emissions during project construction and operations. As such, the project would not delay the timely attainment of air quality standards or AVAQMD emission reduction goals. Therefore, impacts would be less than significant under both options.

- b. The construction and operational emissions for both options were calculated using California Emissions Estimator Model (CalEEMod) version 2022.1. The results of these analyses are summarized below. CalEEMod was utilized to calculate the project’s construction and operational air pollutant emissions. The detailed model runs can be found in the appendices to the air quality report.

Warehouse Option

Construction

This option would be constructed in a single phase. Construction activities would primarily include grading, building construction, paving, and architectural coating. A total of approximately 4,000 cubic yards of soil would be exported during the grading phase. Table 3 summarizes the anticipated construction emissions and Table 4 summarizes the anticipated operational emissions. This data is provided in both pounds/day and tons/year. As detailed in Tables 3 and 4, all emissions would be less than the established AVAQMD thresholds.

**Table 3
Construction Emissions – Warehouse Option**

Construction Year	Pollutant (pounds/day) ^{1,2}						Pollutant (tons/year) ^{1,2}					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Year 1 (2026)	128	44.6	66.9	0.13	11.70	4.45	2.02	2.50	5.27	0.01	0.84	0.26
Year 2 (2027)	2.77	15.7	36.5	0.06	6.45	1.82	0.06	0.34	0.84	<0.01	0.14	0.04
Maximum Daily/Yearly Emissions	128	44.6	66.9	0.13	11.70	4.45	2.02	2.50	5.27	0.01	0.84	0.26
AVAQMD Significance Threshold	137	137	548	137	82	65	25	25	100	25	15	12
Is Threshold Exceeded?	No	No	No	No	No	No	No	No	No	No	No	No

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by AVAQMD Rule 403. The dust control techniques include the following: water exposed surfaces three times daily and limit speeds on unpaved roads to 25 miles per hour..

Construction activities are also a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality and a nuisance to those living and working in the area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, grading and construction is expected to be short-term and would cease upon project completion. All activities would be required to comply with AVAQMD Rule 403, Fugitive Dust, and as detailed in Table 3, the project would not exceed the applicable PM₁₀ and PM_{2.5} thresholds. Therefore, impacts would be less than significant.

The application of asphalt and surface coatings creates reactive organic gases (ROG) emissions, which are O₃ precursors. As required, all architectural coatings for utilized on the building would comply with AVAQMD Rule 1113, which specifies the content of ROG in paint. As shown in Table 3, the maximum daily ROG emissions would not exceed AVAQMD's established thresholds and impacts would be less than significant.

Operations

Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic (i.e., motor vehicle use by employees, deliveries travelling to and from the site), and emissions from stationary, area, and energy sources. Emissions associated with each of these sources were calculated and are summarized in Table 4 in both pounds/day and tons/year.

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. The mobile source emissions were based on the total number of daily trips anticipated to be generated. According to the "Lancaster SPR 24-010 Local Transportation Assessment Study" prepared by Fehr and Peers and dated January 2025, this option is anticipated to generate 714 daily trips. In addition, since this option is a warehouse use, it is expected to attract heavy-duty vehicle traffic, mainly in the form of large multi-axle trucks. The CalEEMod default fleet mix currently accounts for the heavy-duty traffic that would be generated by the project.

Area source emissions would be generated from consumer products, architectural coatings, and landscaping. The primary use of electricity by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, landscaping equipment, and electronics. This option would not generate criteria pollutant emissions from energy sources exceeding established thresholds.

As shown in Table 4, both daily and annual operational emissions would not exceed the AVAQMD thresholds and impacts would be less than significant.

**Table 4
Maximum Operational Emissions – Warehouse Option**

Source	Pollutant (pounds/day) ^{1,3}						Pollutant (tons/year) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Operational Emissions												
Mobile	6.64	13.30	62.30	0.19	13.70	3.65	1.05	2.47	9.46	0.03	2.48	0.66
Area	17.30	0.32	38.40	<0.01	0.07	0.05	2.58	0.03	3.45	<0.01	0.01	<0.01
Energy ²	0.15	2.64	2.22	0.02	0.20	0.20	0.03	0.48	0.40	<0.01	0.04	0.04
Total Emissions ³	24.09	16.26	102.92	0.21	13.90	3.90	3.66	2.98	13.31	0.04	2.53	0.70
AVAQMD Significance Threshold	137	137	548	137	82	65	25	25	100	25	15	12
Is Threshold Exceeded?	No	No	No	No	No	No	No	No	No	No	No	No
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented. 2. Criteria air pollutant emissions from electricity use were not quantified since criteria pollutant emissions occur at the site of the power plant, which is off-site. 3. Totals may be off due to rounding.												

Trailer Parking Option

Construction

This option would be constructed in a single phase. Construction activities would primarily include grading, paving, and painting for the parking facility. Construction under this development option would not require any import or export of earthwork materials. Table 5 summarizes the anticipated construction emissions and Table 6 summarizes the anticipated operational emissions. This data is provided in both pounds/day and tons/year. As shown, all emissions would be less than the established thresholds.

Additionally, this option would be required to comply with AVAQMD Rule 403, Fugitive Dust, and all painting for the parking facility would comply with AVAQMD Rule 1113. As shown in Table 5, the project would not exceed the applicable PM₁₀, PM_{2.5}, and ROG emissions thresholds. Therefore, impacts would be less than significant.

Operations

Table 6 presents this option’s anticipated operational source emissions. As a trailer parking lot, this option would not generate additional daily trips. As such, no mobile source emissions would be generated. Area source emissions typically consider hearths, consumer products, area architectural coatings, and landscaping equipment use. Energy source emissions would be generated from electricity and natural gas consumption; the primary use of electricity would be for nighttime lighting and landscaping equipment operations. However, emissions from electricity use are not included in the air quality analysis since electricity generation is an indirect emission generated off-site and therefore, not relevant for local and

regional air quality conditions (GHG emissions analysis and energy analysis does account for electricity generation). As a trailer parking lot, no natural gas would be consumed. Therefore, no energy source emissions are projected and both daily and annual operational emissions would not exceed the AVAQMD thresholds and impacts would be less than significant.

**Table 5
Construction Emissions – Trailer Parking Option**

Construction Year	Pollutant (pounds/day) ^{1,2}						Pollutant (tons/year) ^{1,2}					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Daily/Yearly Emissions	22.10	35.40	40.80	0.08	4.31	2.40	0.28	0.67	0.75	<0.01	0.09	0.05
AVAQMD Significance Threshold	137	137	548	137	82	65	25	25	100	25	15	12
Is Threshold Exceeded?	No	No	No	No	No	No	No	No	No	No	No	No

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
 2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by AVAQMD Rule 403. The dust control techniques include the following: water exposed surfaces three times daily and limit speeds on unpaved roads to 25 miles per hour.

**Table 6
Maximum Operational Emissions – Trailer Parking Option**

Source	Pollutant (pounds/day) ^{1,3}						Pollutant (tons/year) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Operational Emissions												
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Area	5.53	0.27	31.9	<0.01	0.06	0.04	0.53	0.02	2.87	<0.01	0.01	<0.01
Energy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Emissions ³	5.53	0.27	31.9	<0.01	0.06	0.04	0.53	0.02	2.87	<0.01	0.01	<0.01
AVAQMD Significance Threshold	137	137	548	137	82	65	25	25	100	25	15	12
Is Threshold Exceeded?	No	No	No	No	No	No	No	No	No	No	No	No

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
 2. Criteria air pollutant emissions from electricity use were not quantified since criteria pollutant emissions occur at the site of the power plant, which is off-site.

c. Warehouse Option

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The California Air Resources Board has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Residences, schools, daycare centers, playgrounds, medical facilities, among others, are considered sensitive receptor land uses by the AVAQMD.

According to the AVAQMD CEQA and Federal Conformity Guidelines, the following types of projects with sensitive receptors within the specified distance are required to prepare a Health Risk Assessment:

- Any industrial projects within 1,000 feet of a sensitive receptor land use;
- A distribution center (40 or more trucks per day) within 1,000 feet of a sensitive receptor land use;
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet of a sensitive receptor land use;
- A dry cleaner using perchloroethylene within 500 feet of a sensitive receptor land use; and
- A gasoline dispensing facility within 300 feet of a sensitive receptor land use.

This option consists of the construction and operation of a warehouse/distribution facility; as such, it is one of the specified project types. However, the nearest sensitive receptor to the project site is a single family residential use located approximately 2,000 feet to the north of the project site. As the project site is not located within 1,000 feet of any sensitive receptors, this option is not anticipated to expose 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 and a Health Risk Assessment is not required.

Project construction may result in temporary increases in emissions of diesel particulate matter (DPM) associated with the use of off-road diesel equipment. DPM emissions are primarily generated by diesel-powered construction equipment and trucks. These emissions include a mix of solid and gaseous pollutants, with the solid particles being particularly concerning due to their small size (less than 2.5 microns in diameter). Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. As such, exposure to construction generated DPM would not be anticipated to exceed applicable thresholds (i.e., incremental increase in cancer risk of 1 in one million) during project construction.

This option is anticipated to generate approximately 714 total daily trips during operation. As such, the amount of toxic air contaminants (TAC) may be significant near the project site. Trucks could generate DPM emissions. However, as the amount to which the receptors are exposed is the primary factor used to determine health risk, this option is not anticipated to result in significant impacts in this regard as this option is located approximately 2,000 feet from the nearest sensitive receptor. DPM emissions tend to dissipate as they travel away from their source. Factors influencing the dissipation include wind speed and

direction, atmospheric conditions, and the presence of physical barriers. Generally, DPM concentrations decrease significantly with increasing distance from the emission source and would be negligible at 2,000 feet from the project site at the nearest sensitive receptor. In addition, although trucks may pass sensitive receptors along the truck routes between the freeway and the project site, DPM emissions would be negligible at any particular point along the truck routes, as trucks would move continuously and do not idle for an extended period of time on roadways. As such, project operation is not anticipated to result in significant exposure to TAC and impacts in this regard would be less than significant.

However, since the construction of this option would result in the disturbance of the soil, it is possible individuals could be exposed to Valley Fever. Valley Fever or coccidioidomycosis, 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 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.

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be 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, implementation of Mitigation Measures 12 (see Geology and Soils) which requires the project operator to implement dust control measures in compliance with AVAQMD Rule 403, and implementation of Mitigation Measure 1, below, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Trailer Parking Option

Project construction may result in temporary increases in emissions of DPM and are primarily generated by diesel-powered construction equipment and trucks. These emissions include a mix of solid and gaseous pollutants, with the solid particles being particularly concerning due to their small size (less than 2.5 microns in diameter). Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. This option would have less intensive construction activities than the construction of the warehouse facility. Furthermore, the use of diesel-powered construction equipment would be temporary and episodic and would occur over a relatively large area. As such, exposure to construction-generated DPM would not be anticipated to exceed applicable thresholds during construction.

This option would not generate daily trips as it would serve anticipated trailer parking for a planned adjacent warehouse use. Further, as the amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards), this option is not anticipated to result

in significant impacts in this regard as the project site is located approximately 2,000 feet from the nearest sensitive receptor. As previously stated, DPM emissions tend to dissipate as they travel away from their source. Factors influencing this dissipation include wind speed and direction, atmospheric conditions, and the presence of physical barriers. Generally, DPM concentrations decrease significantly with increasing distance from the emission source. As such, operation of this option is not anticipated to result in significant exposure to TAC and impacts in this regard would be less than significant. Furthermore, under this option, with implementation of Mitigation Measures 1 and 12, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Mitigation Measures

1. Prior to ground disturbance activities, the project applicant shall provide evidence to the City of Lancaster Development Services Director that the project applicant 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 Development Services Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will 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 Development Services Director 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. Wear respirators as 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 City. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

The project applicant also shall consult with the Los Angeles County Department of Public Health (DPH) to develop a Valley Fever Dust Management 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 applicant shall submit the Valley Fever Dust Management Plan to the DPH for review and comment. 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 HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on 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.
- Cause 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 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 Community Development Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Community Development Director. The radius shall not exceed three miles and is dependent upon the 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 will 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.

d. Warehouse Option

Construction activities associated with this option may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. Construction of the facility is not anticipated to produce significant objectionable odors as any odors would be short-term in nature and cease upon project completion. Additionally, the nearest sensitive receptor to the project site is a single family residential use located approximately 2,000 feet to the north. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types

of uses are not part of this option is an industrial distribution/warehouse facility. Therefore, impacts would be less than significant.

Trailer Parking Option

Construction activities associated with this option may generate detectable odors from heavy-duty equipment exhaust and painting. Construction of the parking facility is not anticipated to produce significant objectionable odors as any odors would be short-term in nature and cease upon project completion. Additionally, the nearest sensitive receptor to the project site is a single family residential use located approximately 2,000 feet to the north. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types of uses are not part of this option. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> . Would the project:				
a) 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?		X		
b) 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?				X
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) 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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

- a. Biological resources assessments of the project site were conducted by Michael Baker International and documented in a report entitled “Biological Resources Assessment for the SPR 24-010 Project – City of Lancaster, County of Los Angeles, California” and dated January 21, 2025, and a report entitled “Results of a Biological Resources Assessment for SPR 23-012 – City of Lancaster, County of Los Angeles, California” and dated October 6, 2023. The following summarizes the information contained in the biological

resources assessments. As part of the biological resources assessments, both a literature review and field survey were conducted.

A literature review and records search was conducted to determine which special-status biological resources have the potential to occur on or within the vicinity of the project site. A field survey of the project site was conducted on April 17, 2023 and August 8, 2024 to document existing conditions and assess the potential for special-status biological resources to occur within the boundaries of the project site. All vegetation on the subject site was mapped and all plant and wildlife species observed/detected were recorded. All plant species are listed in Table 7 and all wildlife species are listed in the Table 8.

The project site is characteristic of a disturbed shadscale scrub habitat and is dominated by shadscale with allscale saltbush and other native desert scrub species. Non-native herbaceous species including Spanish brome, coastal heron’s bill, and tumble mustard dominated the understory. No trees, including Joshua trees, were present on the project site.

**Table 7
Observed Plant Species**

White-bur sage (<i>Ambrosia dumosa</i>)	Fiddleneck (<i>Amsinckia</i> sp.)	Fat-hen (<i>Atriplex prostrata</i>)
Shadscale (<i>Atriplex confertifolia</i>)	Big saltbush (<i>Atriplex lentiformis</i>)	Allscale saltbush (<i>Atriplex polycarpa</i>)
Spanish brome (<i>Bromus madritensis</i>)	Common spikeweed (<i>Centromadia pungens</i> ssp. <i>pungens</i>)	Salt grass (<i>Distichlis spicata</i>)
Rabbitbrush (<i>Ericameria</i> sp.)	Buckwheat (<i>Eriogonum</i> sp.)	Coastal heron’s bill (<i>Erodium cicutarium</i>)
Wall barley (<i>Hordeum murinum</i>)	Summer cypress (<i>Kochia scoparia</i>)	Pineapple weed (<i>Mataricaria discoidea</i>)
Mojave red sage (<i>Neokochia californica</i>)	Northern pectocarya (<i>Pectocarya penicillata</i>)	Common mediterranean grass (<i>Schismus barbatus</i>)
Tumble mustard (<i>Sisymbrium altissimum</i>)	Alkali sacaton (<i>Sporobolus airoides</i>)	Bush seepweed (<i>Suaeda nigra</i>)

**Table 8
Observed Animal Species**

American crow (<i>Corvus brachyrhynchos</i>)	Common raven (<i>Corvus corax</i>)	California horned lark (<i>Eremophila alpestris actia</i>)
Song sparrow (<i>Melospiza melodia</i>)	Bewick’s wren (<i>Thryomanes bewickii</i>)	Mourning dove (<i>Zenaida macroura</i>)
Desert cottontail (<i>Sylvilagus audubonii</i>)	Western fence lizard (<i>Scleropus occidentalis</i>)	

A total of 27 special-status plant species were identified during the database reviews. Based on results of the field survey, the specific habitat preferences, occurrence records, known current distributions, and

elevation ranges, four special-status plant species were determined to have a moderate to low probability of occurring on the project site: alkali mariposa lily, Mojave spineflower, Rosamond eriastrum, and golden goodmania. Focused rare plant surveys will be conducted during the appropriate blooming period across the project site to determine the presence and distribution of any special-status plant species and appropriate fees will be paid prior to construction. Special-status plant species with a California Rare Plant Rank of 4 do not require evaluation under CEQA and as a result, mitigation for Mojave spineflower and golden goodmania is not anticipated. Prior to land disturbance, surveys for alkali mariposa lily and Rosamond eriastrum shall be undertaken to determine whether either species is present.

A total of 35 special-status wildlife species have been recorded in the USGS *Lancaster West, Lancaster East, Palmdale, Ritter Ridge, Sleepy Valley, Del Sur, Little Buttes, Rosamond Lake, and Rosamond, California* 7.5-minute quadrangles. California horned lark was the only special-status wildlife species observed during the field survey that could potentially nest within the project site. Swainson's hawk has low potential to occur across the site as a foraging or migrating transient and number of non-listed special-status raptor and songbird species also have low or moderate potential to occur within the project site as foraging or migrating transients but are not expected to nest within the project site. This includes ferruginous hawk, mountain plover, northern harrier, merlin, and loggerhead shrike. Mitigation measures have been included to ensure that impacts to these species remain less than significant.

Swainson's hawk has historically nested around grasslands, shrublands, and open woodlands, particularly in California and in other agriculture-heavy regions where native habitat has been converted to farmland. No Swainson's hawk was detected during the field survey. Additionally, no individuals were detected during the general survey or incidentally during focused burrowing owl surveys conducted by Michael Baker International across adjacent parcels in 2023 (BRR2). The nearest record of an active nest occurs approximately 2.5 miles east of the project site and was last active in 2016. The most recent record of an active nest, from 2020, occurs approximately 6 miles north-northwest of the project site. This species has low potential to occur across the project site as a foraging or migrating transient but is not expected to nest in the project site. No impacts to Swainson's hawk are anticipated to occur.

The burrowing owl was recently designated by the California Fish and Game Commission as a Candidate species for listing under the California Endangered Species Act as defined by Section 2068 of the California Fish and Game Code. No individual burrowing owl or sign of the species was detected on-site and only one potentially suitable burrow was observed during the field survey. However, potentially suitable habitat for the species is present on-site. The closest extant occurrence was recorded in 2013, approximately 2.36 miles south of the project site, where three owls were observed near a burrow, two adults and one juvenile. While this species is known from the Antelope Valley region, only one potentially suitable burrow was recorded on-site, and no observations of individuals or sign of the species were made during the field survey. Additionally, no individuals or sign of the species were identified by Michael Baker International during focused burrowing owl surveys conducted in 2023 across adjacent parcels (BRR2). Since no individuals or sign, and only one unoccupied burrow potentially suitable for the species was observed on-site during the field survey, and no individuals or sign were identified during protocol surveys across adjacent parcels in 2023, this species was determined to have a low potential to occur on-site. A mitigation measure has been identified to ensure that any potential impacts to burrowing owls remain less than significant.

Neither Mohave ground squirrel nor desert tortoise are expected to be present on the project site due to the marginal habitat for these species and the distance some previously recorded occurrences. Additional

information can be found in the biological resources report and no impacts would occur under either option.

Mitigation Measures

2. A nesting bird and raptor survey shall be conducted by a qualified biologist within 7 days prior to the start of construction/ground disturbing activities. The qualified biologist shall survey the entire project site and areas within a biologically defensive buffer zone surrounding the project site. If project activities are delay or suspended for more than 7 days during the nesting season, the nesting bird and raptor survey shall be repeated. If active bird nests are identified during the survey, the species shall be identified and a no-disturbance buffer shall be established around the active nest. At a minimum, a buffer of 500 feet around active raptor nests and 100 feet around migratory bird species nests shall be established. Personnel working on the project, including all contractors working onsite, shall be instructed on the presence of nesting birds, restricted areas, and adherence to no-disturbance buffers. A qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the “no-disturbance” buffer disturbs 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 bird nests in the restricted area.
3. A pre-construction burrowing owl clearance survey shall be conducted no less 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* (CDFG 2012). 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 occupied burrow 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 by the qualified biologist, who shall notify the City of Lancaster of the size of the no-disturbance buffer. If an occupied burrow or burrowing owl is found within the development footprint, the project proponent shall prepare an Impact Assessment and Burrowing Owl Mitigation Plan in accordance with the 2012 Staff Report on Burrowing Owl Mitigation. The project proponent shall prepare a final Burrowing Owl Mitigation Plan to be submitted to the City, and approved by the City, prior to commencement of land disturbance activities.

If burrowing owl presence is confirmed, the Project proponent shall offset impacts by acquiring CDFW-approved 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 CDFW 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 CDFW 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 of the conservation easement shall occur prior to commencement of project activities. An appropriate endowment, to be determined by CDFW, shall also be provided for the long-term monitoring and management of mitigation lands.

4. Prior to the issuance of any construction related permits, qualified botanists shall conduct focused rare plant surveys for the entire site following established protocols. These surveys shall be focused on alkali mariposa lily and Rosamond eriastrum. All special status plant species shall be mapped and total acreage shall be calculated. In the event that a springtime survey cannot be accomplished, the botanist shall map all areas with suitable habitat for special status species and calculate the acreage. The applicant shall pay \$2,405/acre for these areas and the funds shall be placed into a designated account and utilized for the acquisition of conservation habitat, with similar habitat to the project site, within the Antelope Valley.
- b. There are three agencies that regulate activities within inland streams, wetlands, and riparian areas in California: U.S. Army Corps of Engineers (Corps), California Department of Fish and Wildlife, and the Regional Water Quality Control Board. No aquatic features are identified within the project site by the USFWS's National Wetlands Inventory Mapper (USFWS 2024c) and no such features are evident in aerial photography or on the USGS topographic map. Further, no aquatic features that potentially fall under State and/or federal regulatory jurisdiction were identified during the field survey. No areas dominated by hydrophytic plants or areas exhibiting strong evidence of hydrology typical of jurisdictional areas were observed. Therefore, no impacts would occur under either option.
- c. There are no State or federally protected wetlands on the project site as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur under either option.
- d. Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes, while linkages generally refer to broader areas that provide movement opportunities for multiple keystone/focal species or allow for propagation of ecological processes (e.g., for movement of pollinators), often between areas of conserved land.

As concluded in the biological resources report, although the project area is relatively undisturbed, with open areas surrounding the site, wildlife movement into or out of the project site is likely reduced by the presence of surrounding roadways (i.e., Avenue G, 30th Street West, SR-14) and the nearby airfield and industrial developments. As a result, vehicle roadway/traffic, airplane noise/disturbance, lighting, and presence of humans further decreases the suitability of the project site to serve as a significant wildlife movement corridor or linkage. Additionally, the project site is not located within any designated wildlife corridor. Therefore, impacts would be less than significant under either option.

- e. Neither option would conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. Both options would be subject to the requirements of Ordinance No. 848, *Biological Impact Fee*, which requires the payment of \$770/acre to offset the cumulative loss of biological resources in the Antelope Valley as a result of development. 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 under either option.

- f. 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 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 under either option.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> . Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

- a. Cultural resources surveys were conducted for the project site by Michael Baker International and documented in a report entitled “Cultural and Paleontological Resources Assessment, SPR 24-010 Project, Lancaster, Los Angeles County, California” and dated September 2024 (revised January 2025), and a report entitled “Cultural and Paleontological Resources Assessment, SPR 23-012 City of Lancaster, County of Los Angeles, California” and dated October 6, 2023. As part of the reports, records searches were conducted at the South-Central Coastal Information Center (SCCIC), literature, maps and aerial photographs were reviewed and Sacred Lands File searches were requested from the Native American Heritage Commission (NAHC).

On August 31, 2023, a records search was conducted at the SCCIC. A total of eight studies have been conducted within a half mile radius of the project site with one of the studies encompassing the project site. A total of seven cultural resources have been previously identified within a half mile of the project site, including three prehistoric isolated artifacts and four historic sites (one dirt road and three refuse scatters). None of these resources were identified on the project site.

On November 13, 2023, and August 15, 2024, the project site was surveyed by walking east-west oriented pedestrian transects. The project site was surveyed systematically along transects spaces at 15-meter intervals. During the archaeological pedestrian survey, one artesian well, one possible capped artesian well, retention basins made of push-piled sand, and likely unassociated historic and modern refuse scatters were identified and recorded with the temporary designation of Fox Field East-MBI-01H. These resources are briefly described below with detailed information contained in the technical report. No additional historic or prehistoric archaeological resources were encountered during the survey.

Artesian Well: The artesian well is located just east of 30th Street West (outside of the project site) and consists of a circular cement-rimmed wellhead opening with a metal downspout and two wooden posts. The diameter of the cement surrounding the well opening is approximately 23 inches, and the opening and metal downspout are approximately 8.5 inches in diameter and consist of riveted pipe segments approximately 12 inches each in length. The opening is approximately 57 inches deep and terminates where sediment has likely built up in the well opening. Two wooden posts were likely part of a former well housing west of the well.

Possible Capped Artesian Well/Retention Basins: Approximately 1,325 feet east of the artesian well (outside of the project site) is another circular feature, approximately 12.5 inches in diameter and consisting of an iron cap atop a cylindrical column of concrete, possibly a capped artesian well. The berms at the end of what appears to be a water drainage ditch from the artesian well visible in aerial imagery from 1928 and 1948 are interpreted as water retention basins or ponds because the closest bermed enclosure is depicted as filled with water. However, none of the historic aerials or other topographic maps from the early 20th century depict these bermed enclosures as holding water. During the pedestrian survey, the berms creating the four oblong enclosures were approximately 2 to 4.5 feet high and about as wide with tamarisk growing along their tops. The purpose of the retention basins and whether all of them or just the first one depicted with water in the 1933 topographic map actually held water is unknown. Several plausible interpretations may be inferred from the available information gathered during the historical literature review, including the possible use for water and corralling of livestock, evaporation ponds for the purpose of extracting minerals, and duck-hunting ponds.

Refuse Scatters: A large quantity of modern refuse was noted within the project site and immediate vicinity during the pedestrian survey. Illegal dumping appears to be a common occurrence in modern times, over the last 50 years, and to a lesser extent in recent historic times prior to 50 years ago. All of the refuse scatters and concentrations are likely not directly associated with the use and operation of the artesian wells and the associated basins. Three refuse scatters with sparse to moderate density within the basins east of the artesian well likely date to the 1960s and 1970s based on the types of tin cans, broken glass bottles, whole glass bottles, and automotive debris identified within them. Thus, they were recorded and identified as non-associated resources within the boundary of the site temporarily designated as Fox Field East-MBI-01H.

Refuse Concentration 1: Within the project site, this refuse concentration is located within the southernmost basin of the site and consists of approximately 15 tin cans and broken glass bottles with at least five glass bottle bases. The sanitary cans with church-key openings and the bottle bases all suggest a disposal event sometime in the 1960s or 1970s.

Refuse Concentration 2: Outside of the project site, this refuse concentration consists of eight dispersed historic artifacts mixed in with modern refuse near the east end of the first retention basin, including one rounded rectangular shaped tin, three knife-punctured solder dot sanitary cans, three bi-metal pull tab beverage cans, one church-key opened sanitary can, and two knife-opened oil can lids.

Refuse Concentration 3: Partially within the project site, this refuse concentration consists of approximately 25 cans and numerous glass bottle shards, and at least eight diagnostic artifacts, including one white wall Goodyear Super Cushion tubeless tire dating to between 1957 to 1964, one Owens Illinois glass bottle base, a rectangular green bottle base embossed with "AGE," two other brown glass bottle bases, and three pull tab beer cans one of which was a Falstaff commemorative Bicentennial beer can dating to 1976.

This site (historic-period wells, associated retention basins, and three unassociated refuse scatters) was evaluated for listing under the California Register and determined not to be eligible under any of the four criteria. As such, no impacts would occur under either option. No other cultural resources, historic or prehistoric, were identified on the project site.

- b. The project area is located within the ancestral territory of the Serrano Native American tribe. However, human use of the area extends into the deep past, including periods when the climate was much more

suitable for human habitation. No prehistoric archaeological sites have been documented within the project area. However, several isolated flakes have been documented within a half mile of the project area, suggesting sporadic or seasonal use of the area and its vicinity. The archaeological sensitivity for potential unknown prehistoric archaeological sites, and undocumented historic period buildings, structures, and archaeological sites within the project area is low. Although archaeological sensitivity is low, project excavation may encounter native soils that have the potential to support unknown buried archaeological resources.

Additionally, in accordance with AB 52, consultation letters for the proposed project were sent by the City on April 17, 2025 to three individuals associated with three tribes which have requested to be notified; refer to Table 2. These letters were mailed via certified return receipt mail and included copies of the site plans and a written description of the proposed project.

On April 29, 2025, the Yuhaaviatam of San Manuel Nation (YSMN) responded to the City's notification letter stating that the project area exists within Serrano ancestral territory and, therefore, is of interest to the YSMN. However, due to the nature and location of the proposed project, and given YSMN's present state of knowledge, YSMN does not have any concerns with the project's implementation, as planned, at this time. Nevertheless, YSMN requests the following mitigation measures be included in the Initial Study to further minimize impacts to archaeological and tribal cultural resources. While the Fernandeano Tataviam Band of Mission Indians (FTBMI) did not respond to the AB 52 letter for this project, they did respond to a previous request on the western 10 acres of the project site. These previously requested mitigation measures have also been included below. Overall, impacts under either option would be less than significant.

Mitigation Measures

5. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be retained by the project applicant to assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period.

Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) and Fernandeano Tataviam Band of Mission Indians (FTBMI) shall be contacted regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

6. If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered, the project applicant shall retain a professional Tribal Monitor procured by the Fernandeano Tataviam Band of Mission Indians to observe all remaining ground-disturbing activities including, but not limited to, clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work.
7. The City of Lancaster and/or applicant shall, in good faith, consult with the Fernandeano Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resources encountered during all ground disturbing activities.
8. If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Yuhaaviatam of San Manuel Nation Cultural Resources

Management Department for review and comment. The archaeologist shall monitor the remainder of the project and implement the Monitoring and Treatment Plan accordingly.

9. The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted of any pre-contact cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan (Plan) shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.
 10. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and City of Lancaster for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN). The City of Lancaster and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.
- c. No human remains, including those interred outside of formal cemeteries, were identified on the project site. However, human remains may be uncovered during earth moving activities. If human remains are found, the mitigation measure below would be implemented under both options to reduce impacts to less than significant.

Mitigation Measures

11. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.

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 dedicated 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.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. <u>ENERGY</u> . Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficient?			X	

a. Warehouse Option

Project construction would consume energy in two general forms: 1) the fuel energy consumed by construction vehicles and equipment and 2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, 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. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption.

Substantial reduction 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 non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials.

This option would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), electronics systems, appliances, and security systems, among other things. This option would be required to comply with 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. Implementation of the Title 24 standards significantly reduces energy usage. This option would include the installation of rooftop solar and battery storage to the extent practicable to meet electricity demands.

The project would adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features and as such this option would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Therefore, no impacts would occur.

Additionally, an energy assessment was prepared for both options by Michael Baker International and documented in a report entitled "SPR 24-010 – Energy Assessment Memorandum" and dated January 22, 2025. This technical report provides additional information on regulatory requirements with respect to reductions in energy consumption and provides an estimate of the energy requirements for the building. This option is anticipated to require approximately 2,387 megawatt hours (MWh) of electricity and 98,308 therms of natural gas per year. The electricity demand would be satisfied through a variety of sources including the installation of rooftop solar panels and battery storage to the extent practicable. Therefore, impacts would be less than significant.

Trailer Parking Option

This option would not propose any buildings, generate daily trips, or consume natural gas during operation. Overall, this option is anticipated to require approximately 1,073 MWh of electricity per year for parking facility lighting (an approximate 0.0016 percent increase over County's typical annual electricity consumption). Based on the nominal increase, impacts would be less than significant.

- b. In 1978, the California Energy Commission (CEC) established Title 24, California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The 2016 standards went into effect on January 1, 2017, and have led to substantial reductions in electricity and natural gas consumption. Additional savings result from the application of the standards on building alterations such as cool roofs, lighting, and air distribution ducts. The Warehouse Option would also include the installation of solar and battery storage to the extent practicable to meet electricity demands.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, 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. Water-saving irrigation would be installed with drought-tolerant landscaping on the project site. An updated version of both the California Building Code and the CALGreen Code went into effect on January 1, 2023. Future updates to the California Building Code and CALGreen Code will go into effect on January 1, 2026.

In 2014, the City of Lancaster created Lancaster Choice Energy (LCE), allowing residents and businesses in Lancaster to choose the source of their electricity, including an opportunity to opt up to 100% renewable energy. SCE continues to deliver the electricity and provide billing, customer service and powerline maintenance and repair, while customers who choose to participate in this program, receive power from renewable electric generating private-sector partners at affordable rates. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> . Would the project:				
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.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
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?			X	
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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

- a. The project site is not identified as being in or in proximity to a fault rupture zone (LMEA Figure 2-5). According to the Seismic Hazard Evaluation of the Lancaster East and West Quadrangles, the project site

may be subject to intense seismic shaking (LMEA pg. 2-16). However, the Warehouse Option would be constructed in accordance with the seismic requirements of the California Building Code (CBC) adopted by the City of Lancaster, which would render any potential impacts to a less than significant level. The site is generally level and is not subject to landslides (SSHZ).

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. This phenomenon occurs in saturated soils that undergo intense seismic shaking typically associated with an earthquake. There are three specific conditions that need to be in place for liquefaction to occur: loose granular soils, shallow groundwater (usually less than 50 feet below ground surface) and intense seismic shaking. According to the California Geologic Survey Seismic Hazard Zones Map for Lancaster (SSHZ) (<https://maps.conservation.ca.gov/cgs/EQZApp/app>), the project site is not located in an area at risk for liquefaction. No impacts would occur under either option.

- b. The project site is rated as having a low risk for soil erosion (USDA SCS Maps) when cultivated or cleared of vegetation. However, there remains a potential for water and wind erosion during construction. Both options would be required, under the provisions of LMC Chapter 8.16, to adequately wet or seal the soil to prevent wind erosion. Additionally, with implementation of the mitigation measure identified below, impacts under both options would be less than significant.

Mitigation Measures

12. The applicant shall submit the required Construction Excavation Fee to the Antelope Valley Air Quality Management District (AVAQMD) prior to the issuance of any grading and/or construction permits. This includes compliance with all prerequisites outlined in AVAQMD Rule 403, Fugitive Dust, including submission and approval of a Dust Control Plan, installation of signage and the completion of a successful on-site compliance inspection by an AVAQMD field inspector. Proof of compliance shall be submitted to the City of Lancaster.

- c. Lateral spreading is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as a drainage or stream channel. It is noted that lateral spreading may be present where conditions conducive to shallow liquefaction exist. Collapsible soils are characterized by their ability to undergo significant shrinkage (collapse) during inundation. Subsidence is the sinking of the soil caused by the extraction of water, petroleum, etc. Subsidence can result in geologic hazards known as fissures. Fissures are typically associated with faults or groundwater withdrawal, which result in the cracking of the ground surface. According to Figure 2-3 of the LMEA, the closest fissures to the project site are located in the general vicinity of the project site around 30th Street West and Avenue G. However, the project site is not known to be within an area subject to sinkholes, subsidence (LMEA Figure 2-3) or any other form of soil instability, including collapsible soils. Both options would be required to have a geotechnical study prepared and all recommendations followed as part of the building/grading permit process. These recommendations would ensure that any impacts associated with forms of soil instability would be less than significant under either option. For a discussion of potential impacts regarding liquefaction and landslides, refer to Item VII.a.
- d. The soil on the project site is characterized by a low shrink/swell potential (LMEA Figure 2-3), which is not an expansive soil as defined by Table 18-1-B of the Uniform Building Code. A soils report on the soils within the project site shall be submitted to the City by the project developer prior to grading of the property

and the recommendations of the report shall be incorporated into the development of the property. Therefore, impacts under both options would be less than significant.

- e. No septic or alternative means of wastewater disposal would be utilized under either option. The warehouse building would be connected to the sanitary sewer system while the trailer parking area would not require wastewater disposal. Therefore, no impacts would occur under either option.
- f. The Natural History Museum of Los Angeles County conducted a records search for locality and specimen data for paleontological resources and provided a letter to Michael Baker International with the results on August 27, 2023. The records search showed no previously identified fossil localities within the vicinity of the project site; however fossil localities from similar sedimentary deposits have occurred nearby. This information is documented in the cultural resources survey prepared for the proposed project.

The paleontological records search and fossil locality searches of online databases did not identify any paleontological resources within the project site. However, two localities have been found at shallow depths and within four miles of the project site from rock formations similar to those underlying the project site, including one locality with several mammal, reptile, and fish fossils. Per mitigation impact guidelines set forth by the Society of Vertebrate Paleontology (SVP 2010), due to the fossil sensitivity of the rock formations present within the project site (younger playa deposits of Holocene to late Pleistocene age), both options have a high potential to disturb paleontological resources within undisturbed bedrock. Mitigation measures have been identified below to ensure that impacts to paleontological resources are less than significant under both options.

Mitigation Measures

- 13. 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.
- 14. Given the geology and soils within the project area, undisturbed sedimentary rock material is likely to be encountered at and below approximately 31 inches below the ground surface. Thus, prior to grading or excavation in sedimentary rock material other than topsoil, the contractor shall retain an SVP-qualified paleontologist to implement weekly spot-check monitoring during grading or excavation activities, with the flexibility to adjust the frequency based on initial findings and site-specific conditions.

If any paleontological resources are encountered during construction or the course of any ground-disturbing activities, all such activities shall halt immediately. At that time, the applicant shall notify the City of Lancaster and consult with a qualified paleontologist to assess the significance of the find. The assessment will follow 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 consultant 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. The recommendations of the qualified paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified and shall direct

work to continue in the location of the fossil discovery. Any fossils recovered during mitigation shall be cleaned, identified, cataloged, and permanently curated with an accredited and permanent scientific institution with a research interest in the materials.

Once 50 percent of the excavation in sedimentary rock material has been completed, the frequency of spot-check monitoring may be adjusted at the discretion of the qualified paleontologist. The qualified paleontologist may recommend to the client to increase or reduce paleontological monitoring based on observations of specific site conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils or if fossiliferous layers are identified). The recommendation to adjust the frequency or discontinue paleontological monitoring in the project area 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.

15. If the fossils are determined to be significant, then the SVP-qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include the following measures at a minimum:
 - 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. A letter of acceptance from the curation institution shall be submitted to the City of Lancaster.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. <u>GREENHOUSE GAS EMISSIONS</u> . Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

- a. A greenhouse gas study was conducted by Michael Baker International for the proposed project and documented in a report entitled “SPR 24-010 – Greenhouse Gas Emissions Assessment Memorandum” and dated January 22, 2025.

Warehouse Option

Direct project-related greenhouse gas (GHG) emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model (CalEEMod) version 2022.1 was utilized to calculate direct and indirect project related GHG emissions and are summarized in Table 9. As shown in Table 9, the combined direct and indirect GHG emissions would total 4,893.03 metric tons of carbon dioxide equivalent (MTCO₂e) per year. Refer to Item VIII.b for a qualitative discussion of the project’s consistency with applicable regional and local plans adopted for the purpose of reducing emissions, including the CARB 2022 Scoping Plan, SCAG 2020-2045 RTP/SCS, and the City’s CAP. As shown in Table 9, GHG emissions associated with this option would be less than significant.

Trailer Parking Option

This option would result in substantially lower GHG emissions compared to the Warehouse Option given CalEEMod modeling assumptions do not project GHG emissions associated with mobile sources, solid waste, and water consumption associated with parking lot use (i.e., no trips, solid waste, or water consumption are generated from operation of this land use). The main sources of GHG emissions under this option would be construction, area sources, and energy sources. CalEEMod version 2022.1 was utilized to calculate direct and indirect project related GHG emissions and are summarized in Table 10. As shown in Table 10, the combined direct and indirect GHG emissions would total approximately 275.70 MTCO₂e per year. Refer to Item VIII.b for a qualitative discussion of the project’s consistency with applicable regional and local plans adopted for the purpose of reducing emissions, including the CARB 2022 Scoping Plan, SCAG 2020-2045 RTP/SCS, and the City’s CAP. As shown in Table 10, GHG emissions associated with this option would be less than significant.

**Table 9
Estimated Greenhouse Gas Emissions – Warehouse Option**

Source	CO ₂	CH ₄	N ₂ O	Refrigerants	CO ₂ e
	Metric Tons/Year ¹				
Direct Emissions					
Construction (amortized over 30 years) ²	51.07	<0.01	<0.01	0.05	52.13
Mobile Source	3,175.00	0.15	0.23	4.71	3,252.00
Area Source	12.90	<0.01	<0.01	0.00	12.90
Refrigerants	0.00	0.00	0.00	0.00	0.00
Total Direct Emissions²	3,238.97	0.16	0.24	4.76	3,317.03
Indirect Emissions					
Energy	1,098.00	0.08	0.01	0.00	1,101.00
Water	201.00	3.85	0.09	0.00	325.00
Solid Waste	42.80	4.28	0.00	0.00	150.00
Total Indirect Emissions²	1,341.80	8.21	0.10	0.00	1,576.00
Total Project Emissions (metric tons/year)	4,893.03 MTCO₂e/year				
Notes:					
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.					
2. Totals may be slightly off due to rounding.					

**Table 10
Estimated Greenhouse Gas Emissions – Trailer Parking Option**

Source	CO ₂	CH ₄	N ₂ O	Refrigerants	CO ₂ e
	Metric Tons/Year ¹				
Direct Emissions					
Construction (amortized over 30 years) ²	5.00	<0.01	<0.01	0.01	5.00
Mobile Source	0.00	0.00	0.00	0.00	0.00
Area Source	10.70	<0.01	<0.01	0.00	10.70
Refrigerants	0.00	0.00	0.00	0.00	0.00
Total Direct Emissions²	15.70	0.01	0.01	0.01	15.70
Indirect Emissions					
Energy	259.00	0.02	<0.01	0.00	260.00
Water	0.00	0.00	0.00	0.00	0.00
Solid Waste	0.00	0.00	0.00	0.00	0.00
Total Indirect Emissions²	259.00	0.02	<0.01	0.00	260.00
Total Project Emissions (metric tons/year)	275.70 MTCO₂e/year				
Notes:					
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.					
2. Totals may be slightly off due to rounding.					

b. Warehouse Option

This option would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The 2022 Scoping Plan provides measures to achieve Senate Bill (SB) 32 targets and the SCAG RTP/SCS contains measures to achieve VMT reductions required under SB 375. An analysis of this option’s consistency with the 2022 Scoping Plan is provided in Table 11. Consistency with the General Plan and the RTP/SCS is discussed in Item XI.b.

Additionally, the City of Lancaster’s Climate Action Plan was adopted in March 2017. This plan identifies projects that would enhance the City’s ability to further reduce GHG emissions. A total of 61 projects across eight sectors were identified which include 1) traffic; 2) energy; 3) municipal operations; 4) water; 5) waste; 6) built environment; 7) community and 8) land use. Forecasts for both community and government operations were prepared for 2020, 2030, 2040, and 2050. Under all scenarios assessed, the City meets the 2020 target and makes substantial progress towards achieving post-2020 reductions.

Table 11
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors – Warehouse Option

Actions and Strategies	Project Consistency Analysis
Smart Growth/Vehicle Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	Consistent. The VMT impacts of this option would be reduced by paying the City’s VMT mitigation fees. Fee revenues go towards VMT-reducing transportation demand management strategies and projects that encourage alternative modes of transportation, such as bicycle and pedestrian infrastructure, which contribute to the overall VMT reduction of the region. Furthermore, this option would provide the bicycle parking spaces and EV parking spaces required by the California Green Building Code, which would promote alternative modes of transportation to reduce VMT.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045.	Consistent. The City of Lancaster has not adopted an ordinance or program requiring the use of electrified construction equipment. However, all construction activities would be required to comply with all applicable City ordinances and State regulations in place at the time of construction. Furthermore, construction of the proposed building is expected to be completed before 2030.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030.	Consistent. The City of Lancaster has not adopted an ordinance or program limiting the use of natural gas on-site cooking and/or heating. However, operational activities associated with the proposed development would be required to comply with all applicable City ordinances and State regulations in effect. Furthermore,

Actions and Strategies	Project Consistency Analysis
	the building associated with this option would be required to comply with all applicable Title 24 and CALGreen Code measures, which would help reduce energy consumption. Furthermore, the proposed building is expected to be operational before 2029.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	Consistent. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383.

This option would also be in compliance with the GHG goals and policies identified in the General Plan (pgs. 2-19 to 2-24) and with the City’s Climate Action Plan. Specifically, this option would be consistent with the following measures identified in the Climate Action Plan. Therefore, impacts would be less than significant.

Energy

- Measure 4.2.1a: Renewable Energy Purchase Plan – All development receives its power from Lancaster Choice Energy unless the entity chooses to opt out. The project would not opt out and would receive its power from Lancaster Choice Energy. The standard mix provides power that is 35% renewable while customers can upgrade to the 100% renewable energy plan.
- Measure 4.2.1d: Battery Storage – Behind the Meter – The applicant would utilize a variety of power sources including rooftop solar panels and battery storage to ensure the availability of power for the facility to the extent practicable.
- Measure 4.2.2c: Lancaster Choice Energy Programs – The proposed building under this option would be required to comply with the most current Title 24 and CalGreen Code, 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. Specifically, this option would install high-efficient lighting and energy-efficient appliances.

Water

- Measure 4.4.2a: Sensor Technology – Water saving irrigation will be installed with drought-tolerant landscaping on the project site. Different types of technology are available for the irrigation systems and it is possible that the developer will utilize sensor technology if it is the most effect for the type of landscaping being installed.

Waste

- Measure 4.5.1b: Recycling Incentives – This option would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383.

Community

- Measure 4.7.3a: Xeriscaping – All landscaping within the development would be native and/or drought tolerate in accordance with the City's Municipal Code.
- Measure 4.7.4c: Conservation Habitat Acquisition – All development projects are required to pay a Biological Impact Fee (\$770/acre) to offset the overall loss of biological resources within the Antelope Valley. This fee is utilized to fund the acquisition of habitat which is placed under a conservation easement. Development of this site would be required to pay approximately \$23,100.

Therefore, impacts related to conflicting with an agency's plan, policies, or regulations would be less than significant.

Trailer Parking Option

This option would result in lower operational and construction GHG emissions compared to the Warehouse Option given that it would be developed as a trailer parking facility with minimal construction and operational GHG emissions. Consequently, this option would not conflict the goals or strategies set within the CARB 2022 Scoping Plan, SCAG 2020-2045 RTP/SCS, the Connect SoCal 2024, or the City's CAP. Therefore, impacts associated with this option would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. <u>HAZARDS AND HAZARDOUS MATERIALS</u> . Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

a-b. Warehouse Option

This option consists of the construction and operation of a 510,000 sf industrial warehouse with 40,000 sf of office uses. In addition to the building, the project site would be improved with parking areas, and

landscaping. The building would be of concrete tilt-up construction with insulated metal panels and typical construction materials would be utilized during the development of the site. SR-14 is designated as a hazardous materials transportation corridor (LMEA p. 9.1-4 and Figure 9.1-4). However, the project site is approximately 0.3-mile west of SR-14 and is not likely to be impacted by accidents on SR-14. All project operations would be in accordance with applicable regulations. Development of the site would not involve the demolition of any structures and therefore, would not expose individuals or the environment to asbestos containing materials or lead-based paint. All project operations would be in accordance with federal, State, and local regulations pertaining to the transport, use, and disposal of hazardous waste. Therefore, impacts would be less than significant.

Trailer Parking Option

This option would construct a trailer parking facility consisting of approximately 929 trailer parking spaces to serve future industrial uses. In addition to the trailer parking facility, the project site would be improved with landscaping and a perimeter wall. The SR-14 is designated as a hazardous materials transportation corridor (LMEA p. 9.1-4 and Figure 9.1-4). However, the project site is approximately 0.3-mile west of SR-14 and is not likely to be impacted by accidents on SR-14. All project operations would be in accordance with federal, State, and local regulations pertaining to the transport, use, and disposal of hazardous waste. Development of the project site would not involve the demolition of any structures and therefore would not expose individuals or the environment to asbestos containing materials or lead-based paint. Therefore, impacts would be less than significant.

- c. The project site is not located within a quarter mile of an existing or proposed school. The closest school to the project site is Desert View Elementary School located at 1555 Avenue H-10, approximately 2 miles southeast of the project site. As such, no impacts would occur under either option.
- d. A Phase I Environmental Site Assessment was prepared for the project by Roux Associates and documented in a report entitled "Phase I Environmental Site Assessment, 30th Street West and West Avenue F8, Lancaster, Unincorporated Los Angeles County California" and dated November 20, 2024. Based on the Phase I Environmental Site Assessment, the project site is not on a list of hazardous materials sites and, therefore, would not create a significant hazard to the public or the environment. Thus, no impacts would occur under either option.
- e. The project site is located within the boundaries of the General William J. Fox Airfield Land Use Compatibility Plan. Within the plan, the project site is located in Zone D, Primary Traffic Patterns. This area prohibits hazards to flight (e.g., tall objects, visual/electronic forms of interference, increase in birds, etc.) and requires a deed notice. However, industrial uses, including warehouse/distribution and parking facilities, are allowed and an airspace review is only required for buildings over 100 feet. Neither option would exceed the maximum number of people per acre as it is a distribution facility that is anticipated to employ approximately 194 individuals and the parking facility would have no employees.

While employees and visitors to the site may notice an increase in noise when aircraft are taking off or landing, it is not likely to disrupt any project-related operations as all operations would occur inside the building. Therefore, impacts would be less than significant under either option.

- f. Access to the project site would be provided via Avenue F-8 from 30th Street West. Both options would add all necessary improvements along Avenue F-8, 25th Street West, and internal roadways to meet current City standards, including sidewalk, curb, and gutter. These streets are not identified as evacuation

routes. However, SR-14 is designated as an evacuation route. Based on the local transportation assessment prepared for the proposed project, the Warehouse Option is expected to generate approximately 714 daily trips with a mix of employee vehicles and large trucks. This amount of traffic is not anticipated to cause any operational or safety issues at any of the area intersections and SR-14 can accommodate the increase in traffic volumes. Additionally, the Trailer Parking Option would not generate any additional vehicle trips or traffic in the project area and thus, would not cause any operational or safety issues at any of the area intersections. Regardless, both options would be conditioned to install necessary improvements to ensure the smooth, efficient and safe operation of the surrounding roadways. Therefore, both options would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan. No impacts would occur under either option.

- g. The property surrounding the project site is undeveloped and could be subject to vegetation fires. Additionally, the project site is located within the service boundaries of the Los Angeles County Fire Department Fire Station No. 130, located at 44558 40th Street West, approximately 3.3 miles to the southwest. This fire station would serve the project site in the event of a fire with additional support available from other fire stations. Furthermore, development under both options would be constructed in accordance with all existing and applicable local and State building and fire codes. Therefore, impacts from wildland fires would be less than significant under either option.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. <u>HYDROLOGY AND WATER QUALITY.</u> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site			X	
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			X	
iv) Impede or redirect flood flows			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

- a. The project site is not located in the immediate vicinity of an open body of water or in an aquifer recharge area. The small lake at Apollo Community Regional Park is located approximately 1.0-mile west of the project site and the Amargosa Creek (desert wash) is located just east of SR-14. Both options would be required to comply with all applicable provisions of the National Pollutant Discharge Elimination System

(NPDES) program. The NPDES program establishes a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The reduction of pollutants in urban storm water discharge through the use of structural and nonstructural Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations. BMPs that are typically used to management runoff water quality include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (grass swales, infiltration trenches and grass filter strips) into landscaping and implementing educational programs. Both options would be subject to a Construction General Permit through the NPDES program and be required to prepare a Stormwater Pollution Prevention Plan and implement BMPs to reduce construction-related water quality impacts. The appropriate BMPs during construction would be determined by the City of Lancaster Public Works Department. Therefore, impacts would be less than significant under both options.

Additionally, the Warehouse Option would comply with all applicable rules and regulations regarding wastewater and would be registered with the Los Angeles County Sanitation District as an industrial wastewater generator. The Trailer Parking Option would not be connected to the Los Angeles County Sanitation District and would not be registered as an industrial wastewater generator. As such, neither option would violate water quality standards and impacts would be less than significant.

- b. Development under either option would not include any groundwater wells or pumping activities. All water supplied to the project site would be obtained from Los Angeles County Waterworks District 40 upon annexation. For more information regarding water, refer to Item XIX.b. Therefore, impacts would be less than significant under either option.
- c. Development of the project site under either option would increase the amount of surface runoff as a result of impervious surfaces associated with the paving of the parking areas and/or the construction of the warehouse building. Both options would be designed, on the basis of a hydrology study, to accept current flows entering the property and to handle the additional incremental runoff from the developed sites. Therefore, impacts from drainage and runoff for both options would be less than significant.

The project site is designated as Flood Zone X per the Flood Insurance Rate Map (FIRM) (06037C0410F). Flood Zone X is located outside of both the 100-year flood zone and the 500- year flood zone. Therefore, impacts would be less than significant under both options.

- d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat and does not contain any enclosed bodies of water and is not located in close proximity to any large bodies of water. The small lake at Apollo Community Regional Park is located approximately 1.0-mile west of the project site and the Amargosa Creek (desert wash) is located just east of SR-14. In the event of an earthquake, it is not anticipated that the lake or desert wash would create a seiche that would impact the project site. Additionally, the project site would not be subject to mudflows due to the flat topography in the project area. Therefore, no impacts would occur under either option.
- e. Neither option would conflict with or obstruct the implementation of the applicable water quality control plan or sustainable groundwater management plan. Refer also to Items X.a through X.c. Therefore, impacts would be less than significant under both options.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. <u>LAND USE AND PLANNING</u> . Would the project:				
a) Physically divide an established community?				X
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?			X	

a. Both options involve the development of the site with either an industrial warehouse/distribution building or parking facility. The project site is located within the Fox Field Specific Plan which is designated for a mix of industrial type uses. The project site and the immediately surrounding properties are vacant. Neither option would block a public street, trail, or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur under both options.

b. Warehouse Option

This option is consistent with the General Plan and the Specific Plan and would be in conformance with the LMC. Table 12 provides a consistency analysis of this option with respect to the relevant goals, objectives, and policies of the General Plan. This option would be in compliance with the City-adopted California Building Code (CBC) and erosion control requirements (Section VII). Additionally, as noted Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. As this option does not involve the provision of housing nor is housing permitted under the Specific Plan or Light Industry zoning, a consistency analysis with the Housing Element was not conducted.

In addition to the General Plan, the Southern California Association of Governments (SCAG) adopts a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every five years. The most recent RTP/SCS (Connect SoCal 2024) was approved 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. Table 13 evaluates this option’s consistency with Connect SoCal 2024 strategies.

Additionally, the project site is located within the boundaries of the General William J. Fox Airfield Land Use Compatibility Plan. Specifically, the project site is located within Zone D of the airport land use plan which is designated as Primary Traffic Patterns. This option meets the development requirements of the plan with respect to uses, densities, heights, and obstructions to flight. Therefore, impacts would be less than significant.

**Table 12
General Plan Consistency Analysis – Warehouse Option**

Goals, Objectives and Policies	Consistency Analysis
Policy 3.1.1: Ensure that development does not adversely affect the groundwater supply.	No groundwater pumping would occur as part of this option. All water supply would be provided by Los Angeles County Waterworks District 40 upon annexation in accordance with existing regulations and agreements.
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	The landscaping proposed as part of this option would be aesthetically pleasing and native/drought tolerant in accordance with the LMC Section 8.50 and the requirements of the Specific Plan.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The proposed facility would be designed and constructed in compliance with the Uniform Building Code and the California Green Building Code which include water conservation requirements.
Policy 3.3.1: Minimize the amount of vehicular mile traveled.	This option would generate jobs for the local economy allowing residents to work in the Antelope Valley instead of commuting to the Los Angeles basin for work, and would reduce the amount of VMT generated for work-based trips. Furthermore, the development would pay the City's VMT Mitigation Impact Fee to reduce associated VMT impacts which would be utilized to install alternative transportation improvements within the City. The development would also install bicycle and EV parking in accordance with applicable regulations.
Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.	This option would install bicycle parking for employees and visitors. Additionally, site improvements along Avenue F-8 and 25 th Street West would assist in making the area more pedestrian friendly.
Policy 3.3.3: Minimize air pollutant emissions by new and existing development.	This option would comply with all air district regulations regarding air emissions and dust control. All emissions associated with the construction and operation of this option would be less than significant.
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.	Section IV discusses biological resources on the project site and identifies mitigation measures to ensure impacts to these resources are less than significant.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	This option would comply with all dust control and erosion measures. These include best management practices as identified in NPDES and air quality regulations pertaining to dust control.
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	A geotechnical study is required to be prepared by a registered professional engineer and submitted to the City as part of the grading and building plans. All

Goals, Objectives and Policies	Consistency Analysis
in other areas, minimize the potential for damage resulting from the occurrence of soils movements.	recommendations within the study are required to be followed.
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.	This option would be built in an area that has been designated for industrial type uses. It would provide additional job opportunities for local residents which would reduce the amount of energy utilized for transportation.
Policy 3.6.2: Encourage innovate building, site design, and orientation techniques which minimize energy use.	This option would be constructed in accordance with the Uniform Building Code, the most current Title 24 and the California Green Building Code. Rooftop solar panels and battery storage would be incorporated onto the building in accordance with existing regulations.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	This option would be constructed in accordance with the Uniform Building Code, the most current Title 24 and the California Green Building Code. Rooftop solar panels and battery storage would be incorporated onto the building in accordance with existing regulations.
3.6.4: Support State and Federal legislation that would eliminate wasteful energy consumption in an appropriate manner.	The proposed building would be required to comply with the most current Title 24 and CALGreen Code. Specifically, the proposed distribution facility would install high-efficiency lighting and energy-efficient appliances.
Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.	This option would obtain its energy from Lancaster Choice Energy, which provides energy from a variety of sources including wind and solar. Additionally, this option would install rooftop solar panels and battery storage on the building in accordance with existing regulations.
Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.	This option would not block the views of any scenic resources in the project area. Additionally, landscaping would be installed around the perimeter of the site to help screen the proposed development from public view.
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.	The proposed development meets the noise standards of the General Plan. Additionally, the closest sensitive noise receptors are the single-family residences located approximately 2,000 feet to the north of the project site along Avenue F.
Policy 4.4.2: Limit the uses surrounding airport facilities at Fox Field, Edwards Air Force Base, and Plant 42 to ensure their continued safe operation.	The project site is located within the boundaries of the Fox Field Airport Land Use Plan. This option complies with the requirements of the Airport Land Use Plan and would not impact operations of the Fox Field Airfield.
Policy 4.5.1: Ensure that activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible manner which protects the public health and safety.	This option would utilize common hazardous materials during its construction and operation including oils/lubricants, pesticides, cleaning agents, etc. All use would be in accordance with applicable rules and

Goals, Objectives and Policies	Consistency Analysis
	regulations. Additionally, no fueling operations would take place on the project site.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	This option would be developed in accordance with all applicable fire code regulations. Fire hydrants and fire suppression systems would be installed as required. Additionally, the site is located within the service boundaries of Fire Station #130 with other fire stations available to assist as needed.
Policy 9.1.2: Maintain ongoing, open communication with area school districts, and take a proactive role to ensure that communication is maintained.	All projects are routed to the appropriate school districts for review to ensure that they can adequately provide for any new students as a result of development projects.
Policy 14.1.1: Design the City’s street system to serve both the existing population and future residents.	This option would improve Avenue F-8 and the project frontage along 25 th Street West to meet the requirements established by the City of Lancaster and the Specific Plan.
Policy 14.1.4: Encourage the design of roads and traffic controls to optimize the safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.	Avenue F-8 and 25 th Street West would be fully improved to meet the amount of project-generated traffic utilizing these roadways. Additionally, this option would provide adequate parking on the project site.
Policy 14.2.2: Manage the City’s roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes.	This option would include landscaping around the perimeter of the site and throughout the parking areas of the project site. Additionally, all roadway improvements (Avenue F-8 and 25 th Street West) would meet City standards.
Policy 14.5.1: Provide adequate roadways and a support system to accommodate both automobile and truck traffic.	The project site is located along Avenue F-8 and 25 th Street West. These roadways would be able to handle the traffic generated by this option and would be improved as required by the City of Lancaster.
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.	This option would obtain its water from Los Angeles County Waterworks District 40 upon annexation in accordance with existing regulations and requirements.
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.	The necessary utilities and services to support this option are located within vicinity of the site or can be extended to serve the project site.
Goal 16: To promote economic self-sufficiency and a fiscally solvent and financially stable community.	The proposed project would generate approximately 194 jobs and promote economic activities within Lancaster.
Policy 16.3.1: Promote development patterns which will minimize the costs of infrastructure development, public facilities development and municipal service cost delivery.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses.
Policy 17.1.4: Provide for office and industrial based employment-generating lands which are	The project site is located within an area that is designated for industrial uses and has the appropriate

Goals, Objectives and Policies	Consistency Analysis
highly accessible and compatible with other uses in the community.	infrastructure to support those uses. Additionally, the close proximity to SR-14 makes the project site easily accessible.
Policy 18.2.2: Encourage appropriate development to locate so that municipal services can be efficiently provided.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses or the infrastructure can be provided.

Table 13
Connect SoCal 2024 Consistency Analysis – Warehouse Option

Reduction Strategy	Project Consistency Analysis
Communities Implementation Strategies	
<p>15-Minutes Communities</p> <ul style="list-style-type: none"> Develop technical-assistance resources and research that support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers and multimodal mobility options.* 	<p>Consistent. The project site is located within a six-minute driving distance to the closest residential community near 20th Street West and Avenue H. Therefore, this option aligns with this reduction strategy by promoting proximity to existing communities. Additionally, this option would develop a vacant site with employment-generating uses (i.e., industrial and office) to contribute towards a concentration of industrial jobs in northern Lancaster.</p>
Environment Implementation Strategies	
<p>Sustainable Development</p> <ul style="list-style-type: none"> Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure. 	<p>Consistent. This option would comply with the most current Title 24 and CALGreen Code measures, which would help reduce energy consumption and reduce GHG emissions. Rooftop solar panels and battery storage would be incorporated on the building in accordance with applicable regulations. Overall, this option would support sustainable development that reduces energy consumption and GHG emissions.</p>
<p>Clean Transportation</p> <ul style="list-style-type: none"> Facilitate development of EV Charging infrastructure through public-private partnerships. 	<p>Consistent. This option would be required to comply with all applicable Title 24 and CALGreen Code measures, which include requirements related to providing EV charging stations.</p>
Economy Implementation Strategies	
<p>Sustainable Development</p> <ul style="list-style-type: none"> Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure. 	<p>Consistent. As a warehouse development, future truck uses would be required to comply with all applicable CARB regulations, including the Low Carbon Fuel Standards and newer engine standards.</p>
<p>Notes: * (Asterisks) denote quantified GHG emission reduction strategies that help to reach SCAG’s GHG reduction target set by CARB.</p>	

Trailer Parking Option

This option is consistent with the General Plan and the Specific Plan and must be in conformance with the LMC. Table 14 provides a consistency analysis of this option with respect to the relevant goals, objectives, and policies of the General Plan. This option would be in compliance with the City-adopted CBC and erosion control requirements (Section VII). Additionally, as noted in Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. As this option does not involve the provision of housing nor is housing permitted under the Specific Plan or Light Industry zoning, a consistency analysis with the Housing Element was not conducted.

**Table 14
General Plan Consistency Analysis – Trailer Parking Option**

Goals, Objectives and Policies	Consistency Analysis
Policy 3.1.1: Ensure that development does not adversely affect the groundwater supply.	No groundwater pumping would occur during construction or operation of this option. Minimal water would be utilized during construction and only landscaping irrigation water would be required at project completion.
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	Landscaping associated with this option would be aesthetically pleasing and native/drought tolerant in accordance with the LMC Section 8.50 and the requirements of the Fox Field Specific Plan.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	This option would be designed and constructed in compliance with the Uniform Building Code and the California Green Building Code which include water conservation requirements.
Policy 3.3.1: Minimize the amount of vehicular mile traveled.	As a trailer parking facility, this option would not generate VMT. The parking facility would only be utilized as ancillary parking for an adjacent planned industrial use.
Policy 3.3.3: Minimize air pollutant emissions by new and existing development.	This option would comply with all air district regulations regarding air emissions and dust control. All emissions associated with the construction and operation of this option would be less than significant.
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.	Section IV discusses biological resources on the project site and identifies mitigation measures to ensure impacts to these resources are less than significant.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	This option would comply with all dust control and erosion measures. These include best management practices as identified in NPDES and air quality regulations pertaining to dust control.
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 movements.	A geotechnical study is required to be prepared by a registered professional engineer and submitted to the City as part of the grading and building plans. All recommendations within the study are required to be followed.
Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.	This option would not block the views of any scenic resources in the project area. Additionally, landscaping would be installed around the perimeter of the site to help screen the trailer parking facility from public view.
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.	Construction and operation of this option would not exceed the City’s exterior noise standards. Additionally, the closest sensitive noise receptors are the single-family residences along Avenue F.

Goals, Objectives and Policies	Consistency Analysis
Policy 4.4.2: Limit the uses surrounding airport facilities at Fox Field, Edwards Air Force Base, and Plant 42 to ensure their continued safe operation.	The project site is located within the boundaries of the Fox Field Airport Land Use Plan. This option complies with requirements of the Airport Land Use Plan and would not impact operations of the Fox Field Airfield.
Policy 4.5.1: Ensure that activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible manner which protects the public health and safety.	This option would utilize common hazardous materials during its construction and operations, including gasoline, oils/lubricants, pesticides, etc. All use would be in accordance with applicable rules and regulations. Additionally, no fueling operations would take place on the project site.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	This option would be developed in accordance with all applicable fire code regulations. Fire hydrants would be installed as required and the site is within the service boundaries of Fire Station #130.
Policy 9.1.2: Maintain ongoing, open communication with area school districts, and take a proactive role to ensure that communication is maintained.	All projects are routed to the appropriate school districts for review to ensure that they can adequately provide for any new students as a result of development projects. As this option would not generate any employees, no impacts to schools/school districts would occur.
Policy 14.1.1: Design the City’s street system to serve both the existing population and future residents.	This option would improve Avenue F-8 and the project frontage along 25 th Street West to meet the requirements established by the City of Lancaster and the Specific Plan.
Policy 14.1.4: Encourage the design of roads and traffic controls to optimize the safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.	This option would improve Avenue F-8 and the project frontage along 25 th Street West to meet the requirements established by the City of Lancaster and the Specific Plan.
Policy 14.2.2: Manage the City’s roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes.	This option would include landscaping and a block wall around the perimeter of the site, near surrounding roadways.
Policy 14.5.1: Provide adequate roadways and a support system to accommodate both automobile and truck traffic.	The project site is located along Avenue F-8 and 25 th Street West. These roadways would be able to handle the traffic generated by this option and would be improved as required by the City of Lancaster.
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.	This option would obtain its water from Los Angeles County Waterworks District 40 upon annexation in accordance with existing regulations and requirements.
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.	The necessary utilities and services to support this option are located within vicinity of the site or can be extended to serve the project site.

Goals, Objectives and Policies	Consistency Analysis
Policy 16.3.1: Promote development patterns which will minimize the costs of infrastructure development, public facilities development and municipal service cost delivery.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses.
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.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses. Additionally, the close proximity to SR-14 makes the project site easily accessible.
Policy 18.2.2: Encourage appropriate development to locate so that municipal services can be efficiently provided.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses or the infrastructure can be provided.

Table 15 evaluates this option’s consistency with Connect SoCal 2024 strategies.

Table 15
Consistency with Connect SoCal 2024 – Trailer Parking Option

Reduction Strategy	Project Consistency Analysis
Communities Implementation Strategies	
<p>15-Minutes Communities</p> <ul style="list-style-type: none"> Develop technical-assistance resources and research that support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers and multimodal mobility options.* 	<p>Consistent. The project site is located within a six-minute driving distance to the closest residential communities around 20th Street West and Avenue H. Therefore, this option aligns with this reduction strategy by promoting proximity to existing communities. Additionally, the trailer parking facility would serve future surrounding industrial developments and thus, would complement the concentration of industrial development in northern Lancaster.</p>
Environment Implementation Strategies	
<p>Clean Transportation</p> <ul style="list-style-type: none"> Facilitate development of EV Charging infrastructure through public-private partnerships. Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule. 	<p>Consistent. The construction of this option would be required to comply with applicable AVAQMD rules and regulations related to clean transportation. This option would not propose any buildings, generate daily trips, or consume natural gas during operation. However, future trucks that utilize the proposed trailer parking facility would be required to comply with all applicable CARB regulations, including the Low Carbon Fuel Standards and newer engine standards. Furthermore, the Trailer Parking Option would be required to comply with all applicable Title 24 and CALGreen Code measures.</p>
Economy Implementation Strategies	
Sustainable Development	<p>Consistent. Future trucks that utilize the proposed trailer parking facility would be required to comply with</p>

<ul style="list-style-type: none">• Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure.	all applicable CARB regulations, including the Low Carbon Fuel Standards and newer engine standards.
<p>Notes: * (Asterisks) denote quantified GHG emission reduction strategies that help to reach SCAG's GHG reduction target set by CARB.</p>	

Additionally, the project site is located within the boundaries of the General William J. Fox Airfield Land Use Compatibility Plan. Specifically, the project site is located within Zone D of the airport land use plan which is designated as Primary Traffic Patterns. This option meets the development requirements of the plan with respect to uses and obstructions to flight. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. <u>MINERAL RESOURCES</u> . 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?				X
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?				X

- a-b. The project site does not contain any current mining or recovery operations for mineral resources and no such activities have occurred on the project site in the past. According to the LMEA (Figure 2-4 and page 2-8), the project site is designated as Mineral Resource Zone 3 (contains potential but presently unproven resources). However, it is considered unlikely that the Lancaster area has large valuable mineral and aggregate deposits. Therefore, no impacts to mineral resources would occur under either option.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. <u>NOISE</u> . Would the project:				
a) Generation of 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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, would the project expose people residing or working in the project area to excessive noise levels?			X	

- a. A noise study was prepared by Michael Baker International to assess the construction and operational noise levels associated with the development of the project site. The results of the study were documented in a report entitled “SPR 24-010 – Noise and Vibration Assessment Memorandum” and dated January 22, 2025. As part of the analysis, short-term noise measurements were taken on September 28, 2023, at two locations near the project site. These measurements were taken during off-peak times (11:00 a.m. to 12:00 p.m.) to provide a more conservative baseline. The locations of the noise measurements and the results are provided in Table 16.

**Table 16
Noise Measurements (dBA)**

Site No.	Location	L _{eq}	L _{min}	L _{max}	Start Time
1	Southeast corner of Apollo Community Regional Park- Southern Parking Lot	37.9	28.5	55.3	10:55 a.m.
2	Southwest corner of Avenue F and 27 th Street West	61.9	31.7	85.5	11:16 a.m.

Warehouse Option

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would occur over approximately 14 months and would include the following phases: grading, building construction, paving, and architectural coating. Ground-borne noise and other types of construction-related noise impacts would typically occur during the grading phases. The estimated construction noise levels at the nearest noise-sensitive receptors are shown in Table 17.

According to the General Noise Assessment methodology outlined in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*, for a large facility spreading out over considerable area with various noise sources with different noise levels, noise can be considered as concentrated at the center of the site. As project-related construction activities would occur throughout the entire project site, estimated noise levels were calculated from the central point. Therefore, for the purpose of this analysis, the estimated noise levels were calculated from the geographic center of project site.

The nearest sensitive receptor to the project site is a single family residential use located approximately 2,000 feet to the north of the project site. Other sensitive receptors in the project vicinity include the Apollo Community Regional Park, approximately 1.0-mile (5,280 feet) west of the project site. The distance between the geographic center of project site and the northern site boundary is measured at approximately 450 feet, and between the centroid and western site boundary is measured at approximately 665 feet. As such, distances shown in Table 17 reflect the distances from the geographic center of the project site to the closest sensitive receptor (2,450 feet – single family residence) and Apollo Community Regional Park (5,945 feet).

**Table 17
Construction Noise Levels at the Nearest Sensitive Receptors**

Phase	Estimated Exterior Noise Level at 2,450 feet (Single-family Residence to the North) (dBA L_{eq})¹	Estimated Exterior Noise Level at 5,945 feet (Park to the West) (dBA L_{eq})¹
Grading	52.5	44.8
Building Construction	49.2	41.5
Paving and Architectural Coating ²	50.1	42.4
1. These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the center of the site. 2. Construction would include overlapping paving and architectural coating activities. Therefore, the equipment used during these phases were assumed to be used simultaneously for a conservative analysis.		

Construction noise levels in the project vicinity would fluctuate depending on the particular type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the

type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete phases, with each phase requiring different equipment with varying noise characteristics. These phases alter the characteristics of the noise environment generated on the project site and in the surrounding community for the duration of the construction process.

As shown in Table 17, construction-generated noise levels would range from 49.2 dBA L_{eq} to 52.5 dBA L_{eq} at the nearest sensitive receptor (single-family residence to the north). Additionally, construction-generated noise levels at Apollo Community Regional Park would range from 41.5 dBA L_{eq} to 44.8 dBA L_{eq} . As shown in Table 17, noise from operation of powered construction equipment would not exceed the 85 dBA L_{eq} National Institute for Occupational Safety and Health threshold at the nearest residence or at the nearest park. Further, as shown in Table 16, the existing ambient noise level near the residential use to the north is approximately 61.9 dBA L_{eq} , which is higher than project-related construction noise levels estimated at this sensitive receptor; refer to Table 17. As shown in Table 16, existing noise level at the Apollo Community Regional Park is approximately 37.9 dBA L_{eq} ; construction noise levels at this receptor is expected to reach 44.8 dBA L_{eq} , which would be approximately 6.9 dBA higher than the existing ambient noise level. However, this increase is less than 10 dBA, which is typically perceived as a doubling of loudness. Additionally, sensitive receptors generally do not stay at the park for extended periods of time, and construction noise is temporary and would cease once project construction is completed. Therefore, a less than significant noise impact would occur with respect to construction noise. Furthermore, this option would comply with the City's allowable construction hours specified in LMC Section 8.24.040, *Loud, unnecessary and unusual noises prohibited - Construction and Building*, which permits construction activities between 7:00 a.m. to 8:00 p.m. Monday through Saturday with construction prohibited on Sundays. Therefore, a less than significant construction noise impact would occur. Additionally, construction best management practices with respect to noise have been included below to further reduce less than significant impacts.

Operations

This option would result in additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. The most prominent source of mobile traffic noise in the project vicinity is along SR-14 and West Avenue G. According to Caltrans, a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). This option is anticipated to generate 714 total daily trips. Based on the *City of Lancaster Traffic Engineering ADT 2014*, existing traffic along Avenue F is anticipated to be 1,400 daily trips; as such, this option would represent 51 percent of the existing baseline trips. Based on the *Lancaster Master Plan of Complete Streets, Figure 8, 2035 ADT*, future 2035 ADT along West Avenue F east of 30th Street West is approximately 8,640; future ADT along Avenue G east of 30th Street West is approximately 1,778; future ADT along 30 Street West south of West Avenue F and north of Avenue G is approximately 1,896; and future ADT along SR-14 near the project site is approximately 31,798. As such, the project-related increase in traffic volume (714 trips per day) under this option would not represent doubling of traffic (100 percent increase) on any nearby roadways. It should be noted that the project would primarily route traffic along Avenue F and Avenue G to SR-14 and there are no sensitive uses along this route. As the project would not result in a perceptible increase in traffic noise levels (i.e., less than 100 percent), the increase in traffic noise near sensitive receptors would also be imperceptible. Project related traffic noise impacts would be less than significant.

Mechanical equipment, slow-moving trucks, and loading docks/back-up beepers would generate noise during on-site operations, which could occur 24-hours per day. These operations would be typical of a distribution/warehousing facility.

HVAC units would be installed on the roof of the proposed warehouse building. Typically, mechanical equipment, such as HVAC units, generate noise levels of 60 dBA at 20 feet from the source. Noise generated by stationary sources typically attenuates at a rate of 6 dBA per doubling of distance from the source. Additionally, all rooftop equipment would be screened from public view. The nearest sensitive receptor to the project site is the single-family residence, located approximately 2,000 feet to the north of the project site. At this distance, noise levels from HVAC units would be approximately 20 dBA. Additionally, at the nearest park approximately 1.0-mile (5,280 feet) west, noise levels from HVAC units would be approximately 12 dBA. Therefore, operation of the HVAC units would not exceed the City's daytime exterior (65 dBA CNEL) noise standards at either of these sensitive receptors. Further, as shown in Table 16, existing ambient noise levels near the residential use is approximately 61.9 dBA L_{eq} , which is much higher than projected noise levels from HVAC units at this sensitive receptor. Therefore, noise levels from the HVAC units would not result in a discernible increase (exceeding 3 dBA) in the existing ambient noise levels at the nearest sensitive receptor. As such, impacts from HVAC units on-site would be less than significant.

The predominant noise source during on-site operations would be from on-site truck movements and idling. Typically, slow movements from these trucks can generate a maximum noise level of approximately 79 dBA at 50 feet. The nearest sensitive receptor to the project site is the single-family residence, located approximately 2,000 feet to the north of the project site. At this distance, noise levels from slow-moving trucks would be approximately 47 dBA. Additionally, at the nearest park approximately 1.0-mile (5,280 feet) west, noise levels from slow-moving trucks would be approximately 39 dBA. Therefore, operation of the slow-moving trucks would not exceed the City's daytime exterior (65 dBA CNEL) noise standards at either of these sensitive receptors. Further, as shown in Table 16, existing ambient noise levels at the existing single-family residential use is approximately 61.9 dBA L_{eq} , which is much higher than projected noise levels from slow-moving trucks at this sensitive receptor. Therefore, noise levels from the slow-moving trucks would not result in a discernible increase (exceeding 3 dBA) in the existing ambient noise levels at the nearest sensitive receptor. As such, impacts from truck operations on-site would be less than significant.

This option would include loading docks on the eastern and western sides of the proposed building. Loading docks would predominantly produce noise from back-up alarms (also known as back-up beepers). These back-up beepers are required to warn on-site workers that trucks are reversing. Back-up beepers produce a typical volume of 97 dBA at one meter (3.28 feet) from the source. As discussed above, the nearest sensitive receptor to the project site is the existing single-family residential use, located approximately 2,000 feet to the north of the project site. At this distance, noise levels from back-up beepers would be approximately 41 dBA. Additionally, at the nearest park approximately 1.0-mile (5,280 feet) west, noise levels from back-up beepers would be approximately 33 dBA. Therefore, operation of the loading docks with back-up alarms would not exceed the City's daytime exterior (65 dBA CNEL) noise standards at these sensitive receptors. Further, as shown in Table 16, existing ambient noise levels at the existing single-family residential use is approximately 61.9 dBA L_{eq} , which is much higher than projected noise levels from the loading docks at this sensitive receptor. As such, impacts from back-up beepers on-site would be less than significant.

Trailer Parking Option

Construction

This option would construct a trailer parking facility consisting of approximately 929 trailer parking spaces to serve future surrounding industrial uses. In addition to the trailer parking facility, the project site would be improved with landscaping and perimeter block wall. Construction of the proposed parking facility would primarily include grading, paving, and painting for the parking facility. No export or import of earthwork would be required. Under this option, construction would only occur over three months (as compared to the 14-month construction period under the Warehouse Option). Additionally, construction activities of the proposed parking facility would be less intensive (as compared to construction of a warehouse building) as surface parking requires less grading with a less extensive foundation and minimal painting. As such, less impactful construction equipment would likely be utilized under this option. Overall, construction noise impacts under this option would be lower than that under the Warehouse Option and would similarly, not result in significant impacts to nearby sensitive receptors. A less than significant noise impact would occur with respect to construction noise. Furthermore, construction noise is temporary and would cease once project construction is completed, and the Trailer Parking Option would comply with the City's allowable construction hours specified in LMC Section 8.24.040. Construction best management practices with respect to noise have also been included as mitigation measures to further reduce less than significant impacts.

Operations

Operational noise under this option would primarily include noise from slow-moving trucks during on-site operations. As a parking facility intended solely as ancillary parking for an adjacent planned industrial use, this option would not introduce additional traffic, as such there is no impact from off-site traffic noise. The operation of on-site trucks under this option would be similar to the Warehouse Option. As discussed above, at 2,000 feet, the operational noise level would not exceed the daytime exterior (65 dBA CNEL) noise standards and ambient noise level (61.9 dBA L_{eq}) at the closest sensitive receptor without any mitigation measures. Therefore, noise levels from the Trailer Parking Option would not result in a discernible increase (exceeding 3 dBA) in the existing ambient noise levels at the nearest sensitive receptor. A less than significant noise impact would occur with respect to operational noise.

Mitigation Measures

16. Construction operations shall not occur between 8:00 p.m. and 7:00 a.m. on weekdays or Saturday or at any time on Sunday. The hours of any construction-related activities shall be restricted to periods and days permitted by local ordinance.
17. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
18. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
19. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.

20. The use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
21. No project-related public address or music system shall be audible at any adjacent receptor.
22. All noise producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factor specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors, etc.) shall be equipped with shrouds and noise control features that are readily available for the type of equipment.

b. Warehouse Option

Project 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. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

Construction of this option would occur over approximately 14 months and would include grading, building construction, paving, and architectural coating. The highest degree of groundborne vibration would be generated due to the operation of vibratory rollers during the paving phase. As previously mentioned, there are no sensitive receptor buildings located in the immediate vicinity of the project site and the nearest sensitive receptor is 2,000 feet to the north. Additionally, the nearest park is located approximately 5,280 feet to the west. Groundborne vibration decreases rapidly with distance. As a result, vibration velocities from the construction equipment would be barely perceptible at this distance. The maximum vibration level during construction from typical construction equipment would be up to approximately 0.0003 inch/second PPV (from vibratory roller) at 2,000 feet from the site and less than 0.0001 inch/second PPV at 5,280 feet from the site. As a result, construction groundborne vibration would not be capable of exceeding the Caltrans architectural damage criterion of 0.30 inch/second PPV significance threshold for vibration to the nearest structures and impacts would be less than significant.

Operation of this option would not generate groundborne vibration that could be felt by the nearest sensitive receptors. Vibration velocities from the operation of a loaded truck would be approximately 0.0001 inch/second PPV at 2,000 feet and are not capable of exceeding the Caltrans architectural damage criterion of 0.30 inch/second PPV significance threshold. This option and therefore would not result in vibration impacts at surrounding uses. As such, impacts from operational vibration would be less than significant.

Trailer Parking Option

Under this option, construction would only occur over three months (as compared to the 14-month construction period under the Warehouse Option). Additionally, construction activities of the proposed parking facility would be less intensive (as compared to construction of a warehouse building) as surface parking requires less grading with a less extensive foundation and minimal painting. As such, less impactful construction equipment would likely be utilized under this option. Overall, construction vibration impacts

under this option would be lower than that under the Warehouse Option and would similarly not result in significant impacts to nearby sensitive receptors. A less than significant noise impact would occur with respect to construction vibration. Further, it should be acknowledged that construction of the proposed parking facility would also comply with the City's allowable construction hours specified in LMC Section 8.24.040, which permits construction activities between 7:00 a.m. to 8:00 p.m. Monday through Saturday. Similarly, minimal operational vibration impacts would occur under this option. As such, impacts would be less than significant.

- c. The nearest airport to the project site is the General William J. Fox Airfield, located to the west of the project site. The General William J. Fox Airfield Land Use Compatibility Plan indicates that the project site is located in Zone D, Primary Traffic Patterns. Noise generated by airport operations is not anticipated to affect employees or visitors to the project site as it is sporadic and temporary. Both options meet the development requirements of the plan with respect to uses, densities, heights, and obstructions to flight. Therefore, impacts would be less than significant under either option.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. <u>POPULATION AND HOUSING</u> . Would the project:				
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a. Warehouse Option

This option would not generate substantial population growth as the project is an industrial development and does not include residential uses. It is anticipated that this option would generate 194 new permanent jobs. It is possible that individuals could relocate to the Antelope Valley to work at the proposed distribution facility. However, it is much more likely that individuals currently living in the Antelope Valley would be hired to work at the distribution facility. Additionally, the project site is located in an area that was planned for industrial development. The anticipated jobs and indirect population growth generated by the proposed industrial use is already accounted for in the General Plan and regional planning documents.

This option would be accessed from Avenue F-8 and 25th Street West with road improvements occurring along Avenue F-8, 25th Street West, and private driveways. Additionally, any new infrastructure, including water, sewer, and electricity services, would be installed solely to meet the demands of the project and would not serve other existing or planned developments in the area. Therefore, impacts would be less than significant.

Trailer Parking Option

Given the nature of this option, it would not generate any direct or indirect population growth.

The parking facility would be accessed from Avenue F-8 and 25th Street West with road improvements occurring along Avenue F-8, 25th Street West, and private driveways. Additionally, any new infrastructure, including electricity services, would be installed solely to meet the demands of the project and would not serve other existing or planned developments in the area. Therefore, no impacts would occur.

- b. The project site is currently vacant. No housing or people would be displaced necessitating the construction of replacement housing elsewhere. Therefore, no impacts would occur under either option.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. <u>PUBLIC SERVICES.</u>				
a) Would the project 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?			X	
Police Protection?			X	
Schools?			X	
Parks?			X	
Other Public Facilities?			X	

a. According to the General Plan, the Los Angeles County Fire Department (LACFD) provides fire protection services to the Antelope Valley, which includes the City of Lancaster and the surrounding unincorporated area. The project site is within the service boundaries of Los Angeles County Fire Department Fire Station No. 130, located at 44558 40th Street West, approximately 3.3 miles to the southwest of the project site. Additional fire stations are available to provide service to the project site if needed.

The Lancaster Police Department (LPD) partners with the Los Angeles County Sheriff’s Department (LACSD) to provide law enforcement services to the City. The LPD station is located at 44811 Sierra Highway, and the LACSD station is located at 501 Lancaster Boulevard, approximately 3.5 and 3.3 miles southeast of the project site, respectively.

Four school districts currently provide school services to the City: Antelope Valley Union High School District, Eastside Union School District, Lancaster School District, and Westside Union School District. Specifically, the Antelope Valley Union High School District and Lancaster School District currently serve the project area.

The City of Lancaster currently maintains 12 parks with seven facilities and one stadium. Nearby parks include the Mariposa Park (45755 Fig Avenue) approximately 2.2 miles to the southeast and the Whit Carter Park (45635 Sierra Highway) approximately 2.5 miles to the southeast of the project site. It should be noted that the Apollo Community Regional Park maintained by the County is located approximately 1.0-mile northwest of the project site.

Library services in Lancaster are provided by the Los Angeles County Library. The closest branch to the project site is the Lancaster Library, located at 601 Lancaster Boulevard, approximately 3.3 miles to the southeast.

Warehouse Option

This option would increase the need for LACFD and LPD/LACSD services; however, the project site is within the current service area of these agencies and the additional time and cost to service the site is minimal. This option would not induce substantial population growth and therefore, would not substantially increase the demand on parks, schools or other public facilities, including libraries. Additionally, this growth has been accounted for in the General Plan and within SCAG's population forecasts. Therefore, impacts would be less than significant.

This option may result in minimal incremental increase in population and may increase the number of students in the Lancaster School District and Antelope Valley Union High School District. Proposition IA, which governs the way in which school funding is carried out, predetermines by statute that payment of developer fees is adequate mitigation for school impacts. Therefore, impacts would be less than significant.

Trailer Parking Option

This option would not generate any jobs and thus, would not directly or indirectly result in any population growth that could substantially increase the need for fire and police services. Further, the project site is within the current service area of both these agencies and the additional time and cost to service the site is minimal. Moreover, this option would not induce any population growth and therefore, would not substantially increase the demand on parks, schools or other public facilities. Impacts would be less than significant.

Similarly, this option would not result in an increase in the number of students in the Lancaster School District and Antelope Valley Union High School District. Nonetheless, this option would be subject to Proposition IA, which predetermines by statute that payment of developer fees is adequate mitigation for school impacts. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. <u>RECREATION</u> . Would the project:				
a) Would the project 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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

a-b. Warehouse Option

While minimal, this option may generate additional population growth through the creation of new jobs and could contribute on an incremental basis to the use of the existing park and recreational facilities. This option does not involve the construction of any parks or recreational amenities. Additionally, the applicant would be required to pay to applicable park fees which would offset the impacts to the existing parks. Therefore, impacts would be less than significant.

Trailer Parking Option

This option would not generate any direct or indirect population growth given the nature of a trailer parking facility. This option does not involve the construction of any parks or recreational amenities. Additionally, the applicant would be required to pay to applicable park fees which would offset any impacts to the existing parks. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. <u>TRANSPORTATION</u> . Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?		X		
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

a. Neither option would conflict with any programs, plans, ordinances and policies with respect to transportation systems including bicycle and pedestrian facilities. The project site is located at the southeast corner of 27th Street West and Avenue F-8, and in close proximity to SR-14 (0.3-mile east of the project site). Additionally, any roadway improvements required of either option would be designed to meet the City’s standards and both options would be required to comply with the California Green Building Code with respect to bicycle parking and EV charging facilities. Therefore, impacts would be less than significant under both options.

b. Warehouse Option

In July 2020, the City of Lancaster adopted standards and thresholds for analyzing projects with respect to vehicle miles traveled (VMT). A series of screening criteria were adopted and if a project meets one of these criteria, a VMT analysis is not required. These criteria are: 1) project site – generates fewer than 110 trips per day; 2) locally serving retail – commercial developments of 50,000 sf or smaller; 3) project located in a low VMT area – 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities. This option does not meet any of the screening criteria and a VMT analysis was conducted by Fehr & Peers entitled “Lancaster SPR 24-010 Industrial Development Project VMT Analysis” and dated January 21, 2025.

The VMT analysis indicated that this option needs to reduce its VMT by 1,552 in order to be 15% below the established thresholds adopted by the City of Lancaster (see Table 18).

On January 24, 2023, the City of Lancaster City Council adopted the Vehicle Miles Traveled Impact Fee Mitigation Program and certified the accompanying Final Program Environmental Impact Report, Findings, and Statement of Overriding Considerations. The VMT mitigation program allows developers to pay \$150 per VMT to mitigate their VMT impacts and tier off of the Program EIR. Pursuant to LMC Section 15.67.070,

Administration of fee and allowable uses, fees acquired as part of the VMT mitigation program shall only be expended for the transportation demand management strategies and VMT-reducing projects identified in the Final Program Environmental Impact Report for the Vehicle Miles Traveled Impact Fee Mitigation Program and corresponding nexus study. Future implementation of the transportation demand strategies and VMT-reducing projects would contribute towards reducing overall Citywide VMT. With payment of the fee, this option’s VMT impacts would be less than significant.

Table 18
VMT Reduction Required

Home-Based Work VMT for Non-Residential	Project VMT Estimate	VMT Threshold (15% below Baseline)	VMT Reduction Required
VMT/Employee	15.5	7.5	8
Project VMT	3,007	1,455	1,552
City of Lancaster VMT Impact Fee Program			
Mitigation Fee per VMT			\$150
Mitigation Fee			\$232,800
Building Size (sf)			510,000
Fee per KSF			\$456.47

Trailer Parking Option

This option does not involve any new land uses that would generate new vehicle trips and associated VMT. Therefore, no impacts would occur.

Mitigation Measures

- 23. In accordance with the City of Lancaster’s Vehicle Miles Traveled Impact Fee Mitigation Program the applicant shall pay \$232,800 to reduce VMT impacts prior to the issuance of construction-related permits.
- c. Both options would be accessed via one driveway along Avenue F-8 from 30th Street West. This option would implement all necessary improvements to Avenue F-8 and 25th Street West to meet the ultimate design of the roadway and to ensure the smooth and efficient operation of the surrounding roadways. Potential improvements include sidewalk, curb, and gutter, and landscaping. These improvements would not increase hazards in the vicinity of the project site nor create dangerous design situations or incompatible uses. Therefore, no impacts would occur under either option.
- d. The project site would be accessed via Avenue F-8 from 30th Street West, which would provide adequate emergency access to the project site. Drive aisles within the project site would be designed to the standards required by the Los Angeles County Fire Department, ensuring adequate emergency access. Therefore, no impacts would occur under both options.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. <u>TRIBAL CULTURAL RESOURCES</u> . Would the project:				
a) Would the project 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:				
i) 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), or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for in subdivision (c) of Public Resources Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

- a. As documented in the cultural resources survey, several cultural resources, including historic-period wells, associated retention basins, and three unassociated refuse scatters were identified on-site. These cultural resources were analyzed and determined to not be eligible for listing under the California Register. No other historic period or prehistoric resources were identified on the project site. No impacts would occur under either option.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIX. <u>UTILITIES AND SERVICE SYSTEMS.</u> Would the project:				
a) Require or result in the relocation or construction or new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impact the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a. Both options would be required to connect to the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc., as applicable. These services already exist in the vicinity of the project site. Connections would occur on the project site or within existing roadways or right-of-ways. Connections to these utilities are assumed under the both options and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant under both options.

b. Warehouse Option

The project site is partially located within the boundaries and partially outside of the boundaries of Los Angeles County Waterworks District 40 (District 40) and would need to be annexed into District 40 before any water service can be granted.

This option consists of a 510,000 sf industrial warehouse with 40,000 sf for office uses. As such, water demand for this option consists of warehouse and office uses. The water demand was calculated based on demand factors for each land use. The total water demand for this option is provided in Table 19 and includes water for the warehouse and office area.

**Table 19
Project Water Demand**

Land Use	Use Area (ft ²)	Water Demand Factor (gpd/kft ²) ¹	Water Demand (gpd) ²	Water Demand (AFY) ²
Warehouse	470,000	25	11,750	13
Office	40,000	64	2,560	3
Total	510,000	--	14,310	16

1. Water demand factors are sourced from the Water Supply Assessment, Fox Field Commerce Center – East (Fox Field – East; SPR 23-012), Michael Baker International, November 2023.
2. Numbers are rounded to the nearest whole number.

District 40 currently serves 57,466 service connections. Water use is categorized into sectors and includes single-family, multi-family, commercial, industrial, and institutional/governmental customers. Customers of District 40 continue to surpass the targeted level of water conservation set by District 40. However, factors such as fluctuation in the climate over the last five years, the global pandemic, and education of the population within the Antelope Valley Groundwater Basin have significantly impacted water demand within District 40. Other impacts include new planned developments in urban areas of Palmdale and Lancaster. To ensure the projected supply will be sufficient to meet the projected demand, especially imported water, the projected demand also considered impacts when precipitation in the Northern Sierra Mountains differs greatly from the historical 10-year average rainfall. District 40’s water demand through 2045 is summarized in Table 4-2 of the Los Angeles County Waterworks District No. 40 Urban Water Management Plan (UWMP).

Based on UWMP Tables 7-2 through 7-4, District 40 has sufficient supply to meet the current and projected supply during normal, single-dry, and multiple-dry years. In single-dry and multiple-dry years, the Antelope Valley-East Kern (AVEK) agency, the primary supply of District 40, can meet District 40’s demand together with the project’s demand by pumping groundwater from its banked supplies. This option would also be subject to an agreement with District 40, together with any and all applicable fees, charges, plans and specifications, conditions, and any and all other applicable District 40 requirements in place and as amended from time to time. Therefore, impacts would be less than significant.

Trailer Parking Option

This option would not substantially increase water demand during construction or operational activities. Although a nominal amount of water may be used during construction, these activities would be minimal and temporary in nature and would have no impact on District 40’s overall water supplies. At project completion, minimal water demand would be generated due to proposed landscaping on-site. Based on CalEEMod defaults and an assumed 15 percent of landscape coverage on the approximately 30-acre site, this option would result in a water demand of approximately 8,691 gallons per day, or 9.7 acre-feet per year. However, water demand would be minimal in this context and would not adversely impact existing water supplies within the District 40’s service area. Therefore, impacts would be less than significant.

c. Warehouse Option

The project site would be within the jurisdictional boundaries of the Los Angeles County Sanitation District upon annexation. All wastewater would be treated at the Lancaster Water Reclamation Plant which has a design capacity of 18 million gallons per day (mgd) and currently produces an average recycled water flow of 13 mgd. The Warehouse Option would discharge to a local sewer line for conveyance to the Los Angeles County Sanitation District's Rosamond Outfall Replacement Trunk Sewer, located in 20th Street West at Avenue F-8. This 78-inch diameter trunk sewer has a capacity of 67.7 mgd and conveyed a peak flow of 19.4 mgd when last measured in 2021. As an industrial development, this option is anticipated to generate additional wastewater beyond existing conditions. Based on information provided in a Los Angeles County Sanitation District Letter entitled "Comment Letter for SPR24-010" and dated October 16, 2024, this option would generate approximately 12,750 gallons of wastewater per day. However, this option is consistent with the site's land use designation and zoning and thus, was contemplated as part of the buildout within Lancaster and within the service area of the Los Angeles County Sanitation District. The Warehouse Option would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.

Trailer Parking Option

The Trailer Parking Option would not introduce a new land use that would generate wastewater. Therefore, no impacts would occur.

d-e. Warehouse Option

Solid waste generated within the City limits is generally disposed of at the Lancaster Landfill located at 600 East Avenue F. The Lancaster Landfill has a remaining capacity of 13,017,160 cubic yards, a maximum permitted capacity of 27,700,000 cubic yards, and accepts up to 5,100 tons of solid waste per day. Additionally, this landfill is a Class III landfill which accepts agricultural, nonfriable asbestos, construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. Assembly Bill (AB) 939 was adopted in 1989 and required a 25% diversion of solid waste from landfills by 1995 and a 50% diversion by 2005. In 2011, AB 341 was passed which required the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

According to the air quality report, this option would generate approximately 479 tons of solid waste per year, or approximately 1.31 tons per day, which would contribute to a minimal impact on landfill services. The existing landfill has capacity to handle the waste generated by this option. Additionally, this option would be in compliance with all State and local regulations regarding solid waste disposal. Therefore, impacts would be less than significant.

Trailer Parking Option

It is anticipated that this option would install trash receptacles throughout the parking facility; however, minimal solid waste would be generated given the nature of the anticipated use. The Lancaster Landfill would have adequate capacity to handle the waste generated by this option. Additionally, this option

would be required to comply with all State and local regulations regarding solid waste disposal. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XX. <u>WILDFIRE</u> . If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impact an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
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?				X
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?				X

a. Refer to Item IX.f.

b-d. Based on California Department of Forestry and Fire Protection (CAL FIRE) hazard severity zone maps released in March 2025, the entire project site is identified as a moderate fire hazard severity zone. The project site is located within the service boundaries of Los Angeles County Fire Department Fire Station No. 130 which would provide service in the event of a fire. Additionally, the Warehouse Option would be constructed in accordance with all existing and applicable building and fire codes. Therefore, no impacts would occur as a result of wildfires under either option.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XXI. <u>MANDATORY FINDINGS OF SIGNIFICANCE.</u>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulative considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a-c. The Warehouse Option consists of the construction and operation of a 510,000 sf industrial warehouse with 40,000sf for office uses in the SP 95-02 zone. The Trailer Parking Option would develop a trailer parking facility as ancillary parking for an adjacent planned industrial use. Other projects have been approved and/or submitted within approximately one mile of the project site (Table 20). These projects are also required to be in accordance with the Zoning Code and General Plan.

Cumulative impacts are 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 projects.

Neither option would create any impacts with respect to: Agriculture and Forest Resources, Mineral Resources, and Tribal Cultural Resources. The project would result in potentially significant impacts to other resource areas and mitigation measures have identified for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible.

Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable under either option.

**Table 20
Related Projects List**

Case No.	Location	APNs	Acres	Description	Status
SPR25-002/ SPR 24-001/ SPR 21-15	Southwest Corner of Avenue G and SR-14	3114-001-031	68.14	3,078,970 sf fulfillment center (5-story building, 652,047 sf footprint)	Under Review
SPR 24-014/ SPR 23-003	Southeast corner of 47 th Street West and Williams Barnes	3105-001-042	32	275,000 sf and 215,000 sf industrial buildings	Approved
SPR 22-06	South side of Avenue H between 25 th St West and 27 th Street West	3114-012-020	5	20,750 sf stone cutting/cement storage building	Approved
SPR 23-002	Northeast corner of 35 th Street West and Avenue H	3107-026-077, -079	20	395,000 sf industrial/distribution facility	Approved
TTM 63215	42 nd Street West and Avenue H	3105-017-001, 017	20	85 lot residential subdivision in the R-7,000 zone	Under Review

List of Referenced Documents and Available Locations*:

AIR:	SPR 24-010 – Air Quality Assessment Memorandum, Michael Baker International, January 22, 2025	CDD
BRR1:	Biological Resources Assessment for the SPR 24-010 Project – City of Lancaster, County of Los Angeles, California, Michael Baker International, January 21, 2025	CDD
BRR2:	Results of a Biological Resources Assessment for SPR 23-012 - City of Lancaster, County of Los Angeles, California, Michael Baker International, October 6, 2023	CDD
CALTRANS:	Caltrans Local Truck Routes	CDD
CRS1:	Cultural and Paleontological Resources Assessment, SPR 24-010 Project, Lancaster, Los Angeles County, California, Michael Baker International, September 2024 (revised January 2025)	CDD
CRS2:	Cultural and Paleontological Resources Assessment, SPR 23-012 City of Lancaster, County of Los Angeles, California, Michael Baker International, October 6, 2023	
ENG:	SPR 24-010 – Energy Assessment Memorandum, Michael Baker International, January 22, 2025	CDD
ESA:	Phase I Environmental Site Assessment, 30 th Street West and West Avenue F8, Lancaster, Unincorporated Los Angeles County California, Roux Associates, Inc., November 20, 2024	CDD
FIRM:	Flood Insurance Rate Map	CDD
GP:	Lancaster General Plan	CDD
GHG:	SPR 24-010 – Greenhouse Gas Emissions Assessment Memorandum, Michael Baker International, January 22, 2025	CDD
GPEIR:	Lancaster General Plan Environmental Impact Report	CDD
LACSD:	Los Angeles County Sanitation District Letter, October 16, 2024	CDD
LACW:	Los Angeles County Waterworks Email, October 24, 2024	CDD
LMC:	Lancaster Municipal Code	CDD
LMEA:	Lancaster Master Environmental Assessment	CDD
LTA:	Lancaster SPR 24-010 Local Transportation Assessment Study, Fehr & Peers, January 2025	CDD
NOI:	SPR 24-010 – Noise and Vibration Assessment Memorandum, Michael Baker International, January 22, 2025	CDD
SSHZ:	State Seismic Hazard Zone Maps	CDD
USGS:	United States Geological Survey Maps	CDD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	CDD
VMT:	Lancaster SPR 24-010 Industrial Development Project VMT Analysis, Fehr & Peers, January 21, 2025	CDD
WSA:	Water Supply Assessment, Fox Field Commerce Center – East (Fox Field – East; SPR 23-012), Michael Baker International, November 2023	CDD

* CDD: Community Development Department
Planning Division

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