DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Lancaster Travel Center Project

Lead Agency

City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Consultant

Kimley»Horn

3801 University Avenue, Suite 300
Riverside, CA 92501

July 2026

COMMUNITY DEVELOPMENT

City of Lancaster
Initial Study

1.	**Project Title and File Number:**	Lancaster Travel Center Project SPR No. 25-007 CUP No. 26-011
2.	**Lead Agency Name and Address:**	City of Lancaster Community Development Department 44933 Fern Avenue Lancaster, California 93534
3.	**Contact Person and Phone Number:**	Shannon Edwin, AICP, Planner City of Lancaster Community Development Department (661) 723-6048
4.	**Project Location:**	±10.65 acres southeast corner of Avenue H and 25th Street West APNs: 3114-012-029, -064, -066, and -062 (see Figure 1: Regional Vicinity Map and Figure 2: Site Vicinity Map).
5.	**Applicant Name and Address:**	Lonnie Tabbaa 14264 Valley Blvd Fontana, CA 92335
6.	**General Plan Designation:**	Light Industrial (LI)
7.	**Zoning Designation:**	Light Industrial (LI)

8. Description of Project:

The Lancaster Travel Center Project (Project) would consist of the construction and operation of a 9,240 square foot (sf) travel center with an adjoining 2,000 sf quick-service restaurant (QSR) (11,240 sf total) and appurtenant infrastructure (e.g., drive-thru, parking, pedestrian infrastructure, trash enclosure, signage and wayfinding, landscaping, etc.) and two 3,400 sf QSRs. Each QSR would have a drive through.

The Project would consist of three buildings. Building 1 comprises a 9,240-sf travel center with an adjoining 2,000-sf QSR with drive through, for a total of an approximately 11,240 sf building. Building 2 comprises a 3,400-sf QSR with drive through. Building 3 comprises a 3,400-sf QSR with a drive-through. Additionally, diesel fuel pumps to allow for fueling of 5 trucks would be located south of Building 1 and eight fuel pumps for passenger automobiles (16 fueling positions) would be located north of Building 1. Refer to Table 1: Project Summary. Additionally, the

Project site would have space to support future hydrogen fueling and associated equipment, southwest of Building 1 and between the two driveways on the western portion of the Project site. For the purposes of the analysis contained within this Draft IS/MND and to create a more conservative analysis, Building 1 will comprise 9,240 sf retail/travel center uses and 2,000 sf QSR (11,240 sf total), Building 2 will comprise 3,400 sf QSR, and Building 3 will comprise 3,400 sf QSR.

Table 1: Project Summary

Project Element	Building 1	Building 2	Building 3
Existing Uses	Vacant	Vacant	Vacant
Proposed Building Area	9,240 SF (Retail) 2,000 SF (QSR)	3,400 SF	3,400 SF
Existing Zoning	Light Industrial (LI)	Light Industrial (LI)	Light Industrial (LI)
Existing Land Use	Light Industrial (LI)	Light Industrial (LI)	Light Industrial (LI)
Building Height			
Maximum Building Height:	50 Feet	50 Feet	50 Feet
Proposed Building Height:	22	20 feet	20 feet
Parking			
Required (1 per 100 SF for QSR and 1 per 250 SF for retail):	20 spaces (QSR), 37 spaces (Retail)	34 (QSR)	34 (QSR)
Proposed			
Standard Stalls:	54 stalls	33 stalls	37 stalls
ADA Stalls:	4 stalls	3 stalls	3 stalls
Total Proposed Parking:	58 stalls	36 stalls	40 stalls
Proposed Excess Standard Parking:	1 stall	2 stalls	6 stalls
Proposed Truck Stalls:	46 stalls	0 stalls	0 stalls
Landscaping:	**Whole Project site:**	-	-
Required (minimum 7 percent of lot size):	32,670 SF		
Proposed:	96,624 SF		
Proposed Excess Landscaping:	63,954 SF		

Source: Duke Engineering

Notes:

1. SF = Square Feet

Parking and Site Access

Regional access to the Project site would be provided State Route (SR) 14, approximately 350 feet east of the Project site. Access to the site would be provided through five driveways along Avenue H, 25th Street West, and Avenue H-2. Each of the driveways would allow for egress and ingress of vehicles to and from the Project site. Both driveways along Avenue H would be restricted to right-in/right-out movements. Parking on the Project site would be provided through 134 standard stalls, 46 truck and trailer parking stalls, and six pull-through stalls for RVs and towing vehicles. Of the 134 standard stalls, 20 electric vehicle (EV) charging stations would be provided along with 29 EV changing capable stalls. In addition to standard vehicle stalls, the Project would provide nine short-term and 16 long-term bicycle parking facilities. Refer to Figure 3: Conceptual Site Plan.

Landscaping

Irrigated landscaped areas for the Project site would be comprised of 96,624 square feet of on-site landscaping. Landscaping on the Project site would be located along Project perimeter adjacent to five driveways along Avenue H, 25th Street West, and Avenue H-2, and adjacent to internal parking areas. Landscaping would be comprised of a variety of trees, drought-tolerant shrubs and ground cover in compliance with Lancaster Municipal Code (LMC) Section 17.16.130 (B)(2)(e) regarding the landscaping of front and street setback areas and Section 17.16.130 (B)(4) regarding the use of drought resistant plant species and shading. Refer to Figure 4: Conceptual Landscape Plan.

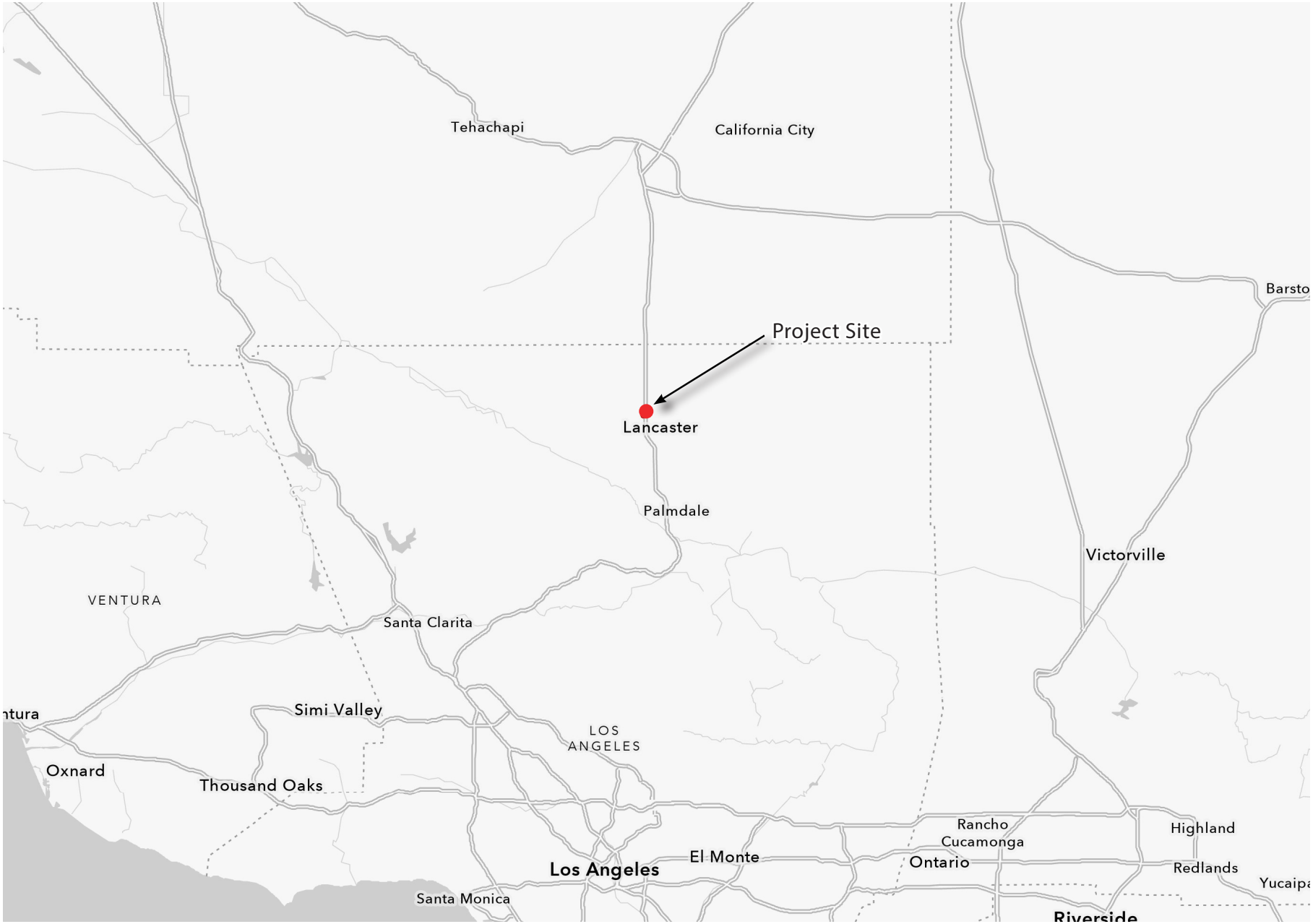
Other Site Improvements and Amenities

The Project site includes the development of diesel fuel pumps for trucks, allowing for the fueling of up to 5 trucks, and 8 fuel pumps for passenger automobiles, which allow for fueling of up to 16 vehicles. Two above-ground propane storage tanks, two underground gasoline storage tanks, and four above ground diesel storage tanks would be developed within the Project site. Two shielded waste enclosures will also be placed near the proposed buildings on site. Additionally, a truck trailer weigh scale will be provided on site adjacent to the diesel fuel pumps. Two street level monument signs are proposed, one on the northwest corner of the Project site, which would be a 12-foot-tall sign with up to 150 sf of signage area (75 sf on each side), and one at the driveway nearest the QSRs. This sign would be a 5-foot-tall with up to 50 sf signage area (25 sf on each side). These signs would be designed and constructed in accordance with LMC Section 17.16.160. An illuminated pole mounted sign will be placed on the northeast corner of the site, on a portion of APN 3114-012-062. The proposed pylon sign will be 70 feet tall with up to four individual signs mounted to it. The signs will vary in size but have a total of up to 550 sf of signage on each side, for a total of up to 1,100 sf. Refer to Figure 5: Conceptual Pylon Sign.

Infrastructure, Utilities, and Public Services

Water

Water for the Project would be provided via a private 2-inch water line connection to an existing 16-inch steel water line running along 25th Street West. A water meter and irrigation meter will be placed along the Project site's western boundary.



Source: ArcGIS

Figure 1: Regional Vicinity Map
Lancaster Travel Center Project, City of Lancaster

Not to scale

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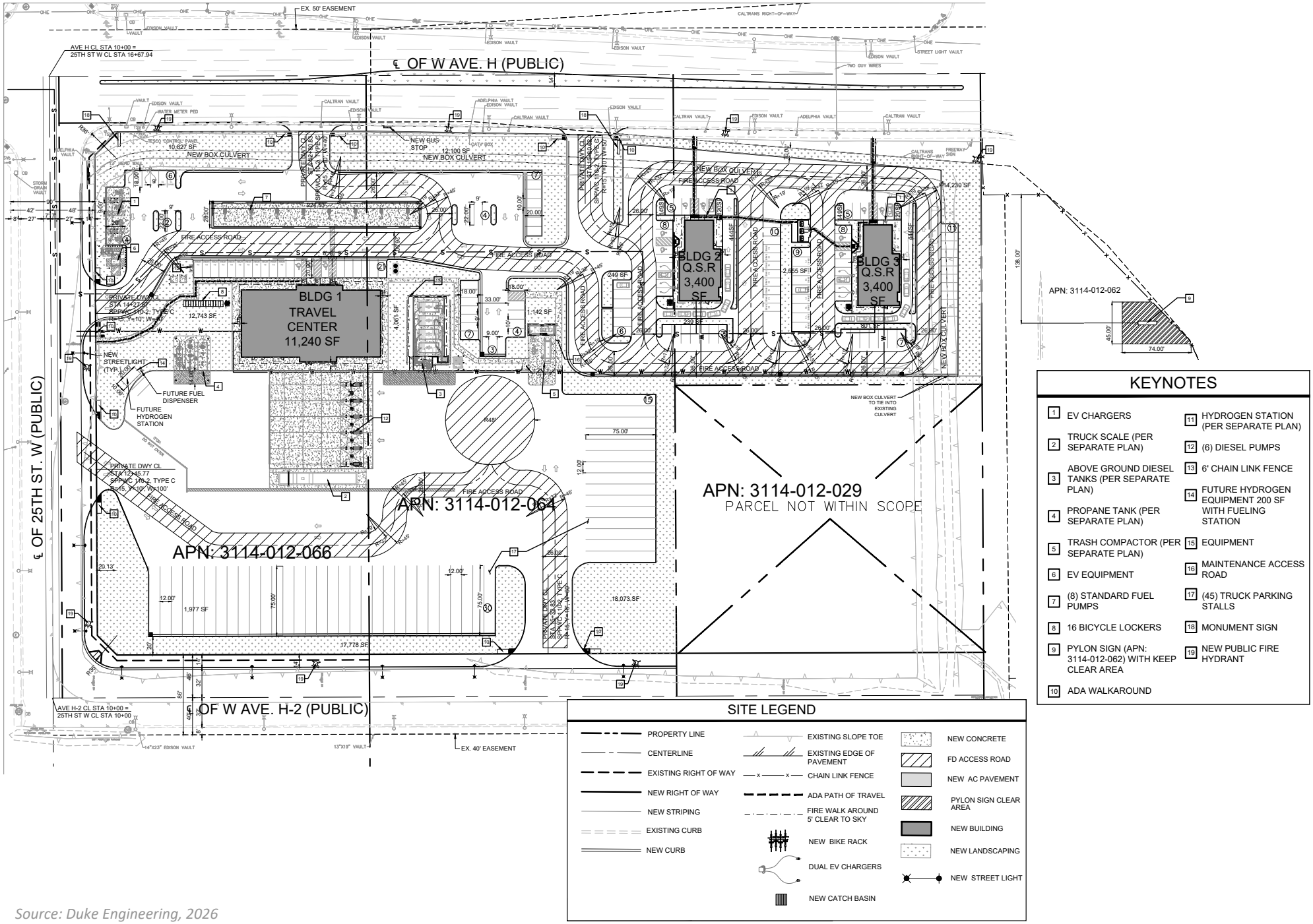


Source: Nearmap

Figure 2: Site Vicinity Map
Lancaster Travel Center Project, City of Lancaster

Not to scale

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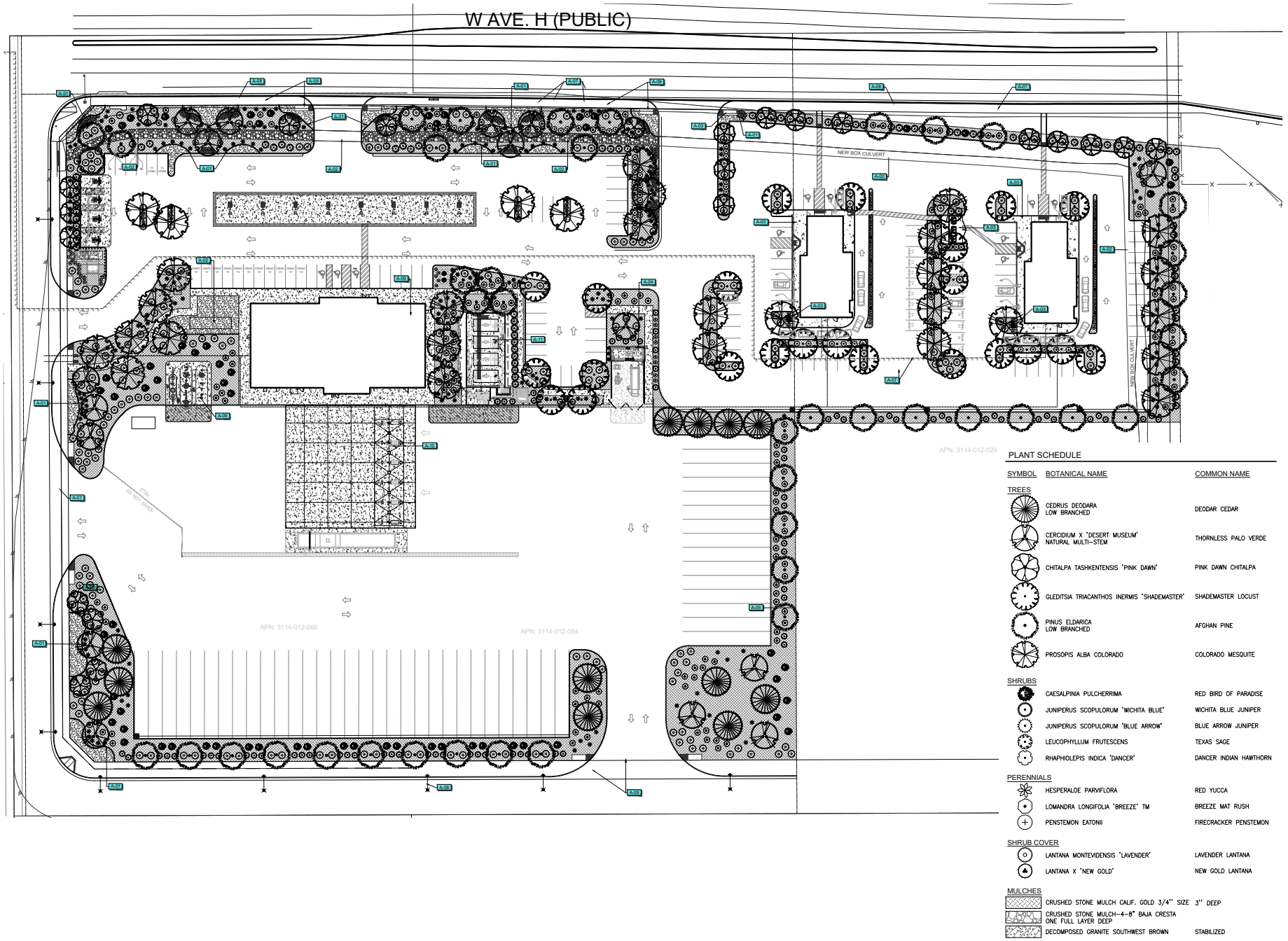


Source: Duke Engineering, 2026

Figure 3: Conceptual Site Plan
Lancaster Travel Center Project, City of Lancaster

Not to scale

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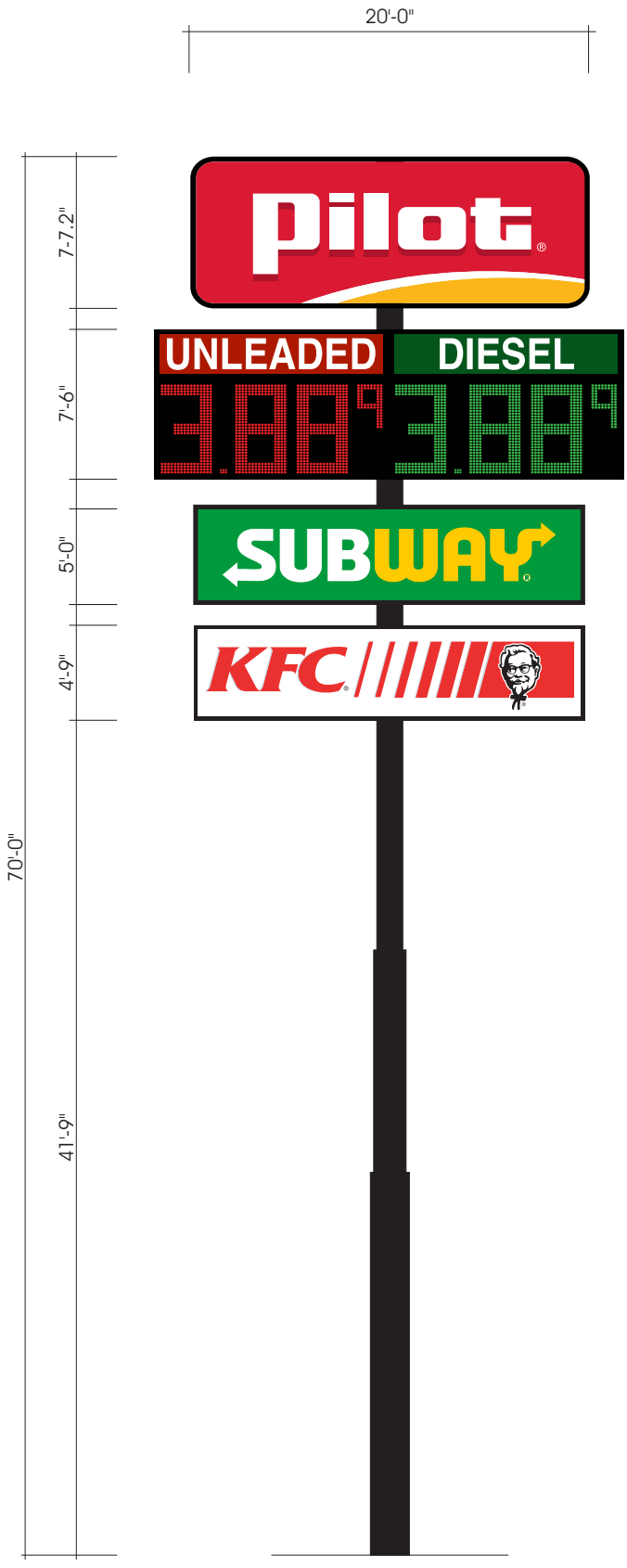


Source: STB Landscape Architects, Inc., 2026.

Figure 4: Conceptual Landscape Plan
Lancaster Travel Center Project, City of Lancaster

Not to scale

Kimley»Horn



PROPOSED FREE STANDING ELECTRIC POLE SIGN.

Source: Electra-Vision Advertising Corp, 2026.

Figure 5: Conceptual Pylon Sign
Lancaster Travel Center Project , City of Lancaster

Not to scale

Kimley»Horn

Wastewater

The Project would construct approximately 280 linear feet (LF) of 8-inch public sewer line from the existing 30-inch vitrified clay pipe (VCP) trunk in Avenue H southward in 25th Street West to the Project site. The Project would stub into this new sewer line with a proposed 8-inch VCP lateral. Laterals and cleanouts would be installed for each building, each connecting the new internal sewer line.

Stormwater

Drainage features include a culvert ditch running adjacent to the Project perimeter along Avenue H and the eastern property line. Proposed storm drains would run throughout the site, conveying stormwater to the proposed box culverts.

Electricity

Electricity for the site will be provided by Lancaster Choice Energy via multiple Southern California Edison (SCE) facilities.

Off-site Improvements

The Project would improve 25th Street West and Avenue H-2 with half-width street improvements along the Project frontage. Other than the localized utility improvements previously described, the Project would not be required to extend any regional utilities to serve the Project site.

Construction Phasing and Schedule

The Project is anticipated to be developed in one phase. If the Project receives approval, site preparation, grading, and demolition construction activities would occur over 24 months commencing in January 2027 and ending in December 2028. The Project anticipates using tractors, graders, dozers, and scrapers during the grading construction phase. The Project would have a raw cut of 4,357 cubic yards (CY) and raw fill of 32,937 CY for a raw net import of 28,580 CY.

9. Surrounding land uses and setting:

To the north of the Project site is the AV Fair and Event Center, east of the Project site is State Route (SR) 14, regional storm drainage infrastructure, and single-family residential, south of the Project site is vacant undeveloped land and industrial uses, and west of the Project site is vacant and undeveloped land. Further south are additional commercial, retail, and residential uses. Further west is vacant and undeveloped land that is designated for mixed use. Refer to Table 2: Surrounding Land Uses for the zoning and land use designations of these adjacent uses.

Table 2: Surrounding Land Uses

Direction	General Plan Land Use	Zoning	Existing Use
Project Site	Light Industrial (LI)	Light Industrial (LI)	Vacant
North	Light Industrial (LI)	Specific Plan No. 95-002	AV Fair and Event Center
South	Light Industrial (LI)	Light Industrial (LI)	Vacant
East	Light Industrial (LI)	Light Industrial (LI)	Vacant; SR 14
West	Light Industrial (LI)	Light Industrial (LI)	Vacant

10. Permits and Approvals

The City of Lancaster (City) is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the Initial Study/ Mitigated Negative Declaration (IS/MND) for the Project. It is expected that the City, at a minimum, would consider the data and analyses contained in this IS/MND when making their permit determinations. Prior to development of the Project, discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below:

- **Site Plan Review**: A site plan review will be conducted to ensure compliance with zoning ordinances and the City General Plan.

- **Conditional Use Permit**: A Conditional Use Permit will be sought for the Project in order to allow the placement of a pole mounted sign in the northeast portion of the Project site.

The Project will be required to obtain various other ministerial permits from the City such as a grading permit, a building permit, and others.

The Project may be required to obtain the permits and approvals from other agencies, including but not limited to:

- **State Water Resources Control Board**
  - National Pollutant Discharge Elimination System (NPDES) Construction General Permit.
- **Lahontan Regional Water Quality Control Board**
  - Waste Discharge Requirements (Clean Water Act Section 401 and Porter-Cologne Act Section 13263)
- **California Department of Fish and Wildlife**
  - Lake and Streambed Alteration Agreement (California Fish and Game Code Sections 1600 et. seq.)
- **Los Angeles County Waterworks and Los Angeles Local Agency Formation Commission (LAFCO)**
  - Annexation of the Project site into the Los Angeles County Waterworks District No. 40, for the provision of water services, via a LAFCO annexation process.

- Antelope Valley Air Quality Management District
- Los Angeles County Fire Department (including hazardous materials division)
- Los Angeles County Sanitation District #14

- Los Angeles County Public Health
- Southern California Edison
- Los Angeles County Waterworks District #40
- California Alcoholic Beverage Control

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.?

Notification letters were mailed to three tribes on April 13, 2025. The Tribes consulted were the Fernandeño Tataviam Band of Mission Indians (FTBMI), Gabrieleño Band of Mission Indians – Kizh Nation (GBMI), and the Yuhaaviatam of San Manuel Nation (YSMN). To date, responses has been received from YSMN and from the FTBMI. While no specific tribal cultural resources were identified, specific mitigation measures have been included in the Section V of this IS/MND.

Table 3: Tribal Notification

Tribe	Person/Title	Date Received
Fernandeño Tataviam Band of Mission Indians	Sarah Brunzell, Cultural Resources Management Division Manager	April 13, 2026
Gabrieleño Band of Mission Indians – Kizh Nation	Andrew Salas, Chairman	April 13, 2026
Yuhaaviatam of San Manuel Nation	Alexandra McCleary, Ph.D, Cultural Resources Management Department	April 13, 2026

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.

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

CERTIFICATION:

Shannon Edwin

Shannon Edwin, AICP, Planner

7/8/2026

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 w3here 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 evaluated each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) Have a substantial adverse effect on a scenic vista?

No Impact. According to the City of Lancaster General Plan, the City notes scenic vistas as local views of surrounding buttes, Quartz Hill, and long distance panoramas of the San Gabriel Mountains.[1] The Project site is located approximately 5.2 miles northeast of Quartz Hill and approximately 37 miles northwest of the San Gabriel Mountains. The Project site is characterized with uneven and previously disturbed land with elevation of approximately 2,312 feet above mean sea level (amsl) and is proximate to vacant land and existing commercial and industrial uses to the south, the AV Fair Grounds to the north, and vacant land to the west and immediate south. Existing views of the San Gabriel Mountain foothills and Quartz Hill from the Project site are obstructed by intermittent topographic variations and urban development forming the horizon. Panoramic views of the San Gabriel Mountains are available through the entirety of the City, and the building massing of proposed buildings could not entirely obstruct views of the mountains. Additionally, the tallest structure, the 70-foot pole mounted sign, would not create a substantial obstruction of scenic vistas viewable from public accessways near the Project site.

[1] City of Lancaster. 2026. *City of* Lancaster *General Plan Conservation Element; Page 37*. Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/47021/639111761101730000.

The Lancaster Master Environmental Assessment (LMEA) Figure 12-1 identifies five scenic resources and associated buffer areas within the City and surrounding area including the Foothills Area, Little Buttes, Quartz Hill, Piute Ponds, and Little Rock Wash.[2] The Project site is not located within a visual buffer area nor nearby an identified scenic area, indicating that development within the site consistent with the zoning and general plan land use designation would not obstruct scenic vistas and resources. As such, the Project would not significantly affect public viewpoints of these scenic vistas and a no impact would occur.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. 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. The nearest designated state scenic highway is a segment of State Route 2 (SR 2), located approximately 31 miles south of the Project Site.[3] Additionally, there are no rock outcroppings or buildings on the project site.

However, the Project is located adjacent to SR 14 which is designated as a local Scenic Route per LMEA Figure 12-1 of the City's Master Environmental Assessment. Views of the open desert and mountains surrounding the Antelope Valley are available from the project site and nearby roadways, including SR 14. While the Project is located adjacent to a local scenic route, it would not damage any scenic resources as none existing on the Project site. Additionally, the Project does not propose the development of uses that are unexpected or dissimilar to nearby uses. As such, the Project would not significantly damage scenic resources within a state scenic highway and a less than significant impact would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project site is within an urbanized area of an incorporated city in Los Angeles County. The Project site consists of undeveloped, previously disturbed land. The Project site is zoned Light Industrial (LI) and is surrounded by Light Industrial zoned parcels and is proximate to existing commercial and industrial uses to the south, the AV Fair Grounds to the north, and vacant land to the west and immediate south.[4] The Project would introduce additional commercial uses to the area through the development of one retail travel center with an adjoining QSR, two additional QSRs, truck and passenger vehicle fueling stations, semi-trailer parking, and associated site improvements. The Project would enhance the Project site's visual quality with landscaping throughout the Project site and along the perimeter of the Project site. Proposed landscaping would consist of ornamental trees and a mix of shrubs

[2] City of Lancaster. 2009. *General Plan 2030 Master Environmental Assessment; Figure 12-1*. Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/11352/635775792210230000.

[3] California Department of Transportation. 2025. *California State Scenic Highway System Map*. Retrieved from: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

[4] City of Lancaster. 2025. *Zoning and Aerial Map*. Retrieved from: https://opendata-lancasterca.hub.arcgis.com/apps/0dad1680833f41cfb496420fb444a73a/explore.

and groundcover plants. Additionally, Project development would comply with the City's development standards for industrial development included in Chapter 17.16, Industrial Zones, of the LMC and with the City's Design Guidelines for commercial developments including gas stations and drive-thru facilities.[5] Due to the proposed site improvements on previously disturbed vacant parcel and compliance with the City's development standards for the industrial zones noted in the LMC and the City's Design Guidelines, impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project site is in an urbanized area with existing light sources like streetlights, exterior lighting on commercial and industrial uses, and vehicle headlights. Nighttime construction activities requiring the use of temporary site lighting would be limited through compliance with the LMC Chapter 8.24, which restricts construction activities to between the hours of 7:00 AM to 8:00 PM Monday through Sunday only. Construction is not permitted on holidays. Therefore, the Project would not require construction lighting, except security and safety lighting.

The Project would generate lighting from two primary sources: interior lighting which would pass through windows and exterior lighting sources (e.g., street lighting, parking area lighting, building illumination, and security lighting). This proposed lighting is typical of lighting for fueling stations and quick service restaurant developments. All lighting associated with the proposed development would be shielded and focused downward onto the Project site.

The City would review any proposed lighting to ensure conformance with the California Building Code, Title 24, as well as the California Green Building Standard Code (Part 11 of Title 24, California Code of Regulations), such that only the minimum amount of lighting is used, and no light spillage occurs.

Sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials can cause reflected light (glare). Buildings constructed of highly reflective materials from which the sun reflects at a low angle commonly cause adverse glare. The Project does not propose the use of materials known to cause glare, such as mirrored/reflective glass and does not propose angled building designs which would intensify and reflect sunlight to adjacent properties. Therefore, a less than significant impact would occur.

[5] City of Lancaster. 2009. *Design Guidelines*. Retrieved from: https://www.cityoflancasterca.org/government/commissions-appointments/architectural-design/design-guidelines.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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:				
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project site consists of graded vacant land. According to the State of California Department of Conservation's (DOC) California Important Farmland Finder, the Project site is designated as Other Land.[6] Other Land is classified as land not included in any other mapping category in the Important Farmland Finder. 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 forty acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.[7] There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance within the Project site. As such, the Project would not convert any farmland to non-agricultural use. Therefore, no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is zoned LI, which allows for low impact industrial uses.[8] While agricultural uses are allowed within the LI zone, they are not permitted by right, they require director's review before being permitted. Further, the Project site and the surrounding area are not zoned for agricultural use and are not under a Williamson Act Contract.[9] Therefore, the Project would not conflict with existing zoning for agricultural use or an Williamson Act Contract and no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is zoned LI; according to the City's General Plan there are no forest lands, timberland or timberland production areas in the City. The Project site is vacant and features previously disturbed land. The Project would not conflict with existing zoning or result in the loss of forest land. Therefore, no impact would occur.

[6] Department of Conservation (DOC). 2025. *California Important Farmland Finder*. Retrieved from: https://maps.conservation.ca.gov/dlrp/ciff/.

[7] Department of Conservation (DOC). 2025. *Important Farmland Categories*. Retrieved from: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx

[8] City of Lancaster. (2025). *City of Lancaster Municipal Code*. Retrieved from: https://www.cityoflancasterca.org/our-city/about-us/municipal-code.

[9] Department of Conservation (DOC). 2025. *Williamson Act Enrollment Finder*. Retrieved from: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/.

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?

No Impact. As previously discussed, the Project site is zoned LI and does not contain farmland or forest land. Therefore, Project implementation would not result in the conversion of property from agricultural or timberland uses to non-agricultural or non-forest land uses. No impact would occur.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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	

M.S. Hatching Consulting, LLC has conducted an air quality analysis for the Project. The output and results of the air quality modeling are included in Appendix A: Air Quality and Greenhouse Gas Study, summarized below. To provide a more conservative analysis, the Air Quality and Greenhouse Gas Study analyzes Building 1 as 9,900 sf of retail/travel center uses and 2,000 sf of QSR uses.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan (SIP) must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment for the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the Mojave Desert Air Basin (MDAB) which is under the jurisdiction of the Antelope Valley Air Quality Management District (AVAQMD). The AVAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants which are in nonattainment. To

reduce such emissions, the AVAQMD prepared rules and regulations with the goal of improving and maintaining air quality standards in the district.[10] Additionally, AVAQMD's *CEQA and Federal Conformity Guidelines* provides guidelines for impact discussion and significance thresholds, which have been incorporated into the CEQA analysis of this Project as the basis for significance for criteria pollutants.

Since the Western Mojave Desert is in nonattainment for federal ozone standards, the AVAQMD has prepared and adopted a Federal Ozone Attainment Plan to address all Federal attainment planning requirements for the 70 part-per-billion (ppb) federal 8-hour ozone standard. The Project would be required to comply with this plan. Ozone formation occurs within the atmosphere due to the presence of two precursors compounds: oxides of nitrogen (NO_x) and volatile organic compounds (VOCs). Generally, in California and for air quality analyses, VOCs and reactive organic gases (ROGs) are relatively interchangeable terms. ROGs represent a slightly broader group of compounds than those in the US EPA's list of VOCs. If a Project demonstrates to be below the thresholds of significance for VOC/ROG and NO_x emissions, it is in compliance with the Attainment Plan. As indicated in the discussion below, the Project would not exceed AVAQMD's thresholds of significance with respect to criteria air pollutants and as such, the Project would comply with the AVAQMD's Rule Book, AVAQMD's attainment plan, and CEQA and Federal Conformity Guidelines; impacts would be less than significant.

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?

Less Than Significant Impact. Daily and annual emissions thresholds from the AVAQMD Rule Book and CEQA Guidelines are summarized in Table 4: AVAQMD Air Quality Thresholds.

Table 4: AVAQMD Air Quality Thresholds

Criteria Pollutant	Annual Threshold (Tons)	Daily Threshold (Pounds)
Oxides of Nitrogen (NO_x)	25	137
Volatile Organic Compounds (VOC)	25	137
Oxides of Sulfur (SO_x)	25	137
Particulate Matter (PM_{10})	15	82
Particulate Matter ($PM_{2.5}$)	12	65
Hydrogen Sulfide (H_2S)	10	54
Lead (Pb)	0.6	3

Source: Antelope Valley AQMD. 2016. California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. Page 7.

Project emissions have been estimated for the 2027 and 2028 construction years during Project operations. These have been summarized in Table 5: Estimated Construction Emissions, Table 6: Estimated Annual Construction and Operations Emissions.

[10] Antelope Valley Air Quality Management District (AVAQMD). 2026. *Rule Book*. Retrieved from: https://www.avaqmd.ca.gov/rule-book. Accessed May 2026.

Table 5: Estimated Daily Construction Emissions

-	Daily Emissions (lbs/day)					
-	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1 Construction Emissions (2027)	3.57	51.95	35.07	0.21	13.55	5.90
Year 2 Construction Emissions (2028)	11.99	9.43	15.62	0.03	0.81	0.40
Significance Threshold	137	137	548	82	65	137
Exceeds Threshold?	No	No	No	No	No	No

Source: M.S Hatch Consulting LLC (Hatch). 2026. Revised Air Quality and Greenhouse Gas Study. Page 7. M.S. Hatch Consulting, LLC: San Diego, CA

Table 6: Estimated Annual Construction Emissions

-	Annual Emissions (tons/year)					
-	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1 Construction Emissions (2027)	0.19	1.74	2.27	<0.01	0.18	0.09
Year 2 Construction Emissions (2028)	0.27	1.12	1.78	<0.01	0.10	0.05
Significance Threshold	25	25	100	25	15	12
Exceeds Threshold?	No	No	No	No	No	No

Source: M.S Hatch Consulting LLC (Hatch). 2026. Revised Air Quality and Greenhouse Gas Study. Page 7. M.S. Hatch Consulting, LLC: San Diego, CA

Project emissions have been estimated for Project operations and summarized in **T**able 7: Estimated Daily Operational Emissions and Table 8: Estimated Annual Operational Emissions.

Table 7: Estimated Daily Operational Emissions

	Daily Emissions (lbs/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Gas Station Fueling Operations	19.10	N/A	N/A	N/A	N/A	N/A
Mobile	46.90	27.26	263.76	0.52	47.62	12.33
Area	1.04	<0.01	3.30	<0.01	0.01	<0.01
Energy	0.02	0.39	0.32	<0.01	0.03	0.03
Water	N/A	N/A	N/A	N/A	N/A	N/A
Waste	N/A	N/A	N/A	N/A	N/A	N/A
Refrigerants	N/A	N/A	N/A	N/A	N/A	N/A
Total Operational Emissions	67.06	27.65	267.39	0.52	47.66	12.37
Significance Threshold	137	137	548	82	65	137
Exceeds Threshold?	No	No	No	No	No	No

Source: M.S Hatch Consulting LLC (Hatch). 2026. Revised Air Quality and Greenhouse Gas Study. Page 7. M.S. Hatch Consulting, LLC: San Diego, CA

Table 8: Estimated Annual Operational Emissions

	Annual Emissions (tons/year)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Gas Station Fueling Operations	3.49	N/A	N/A	N/A	N/A	N/A
Mobile	6.25	3.03	25.26	0.04	3.99	1.03
Area	0.14	<0.01	0.30	<0.01	<0.01	<0.01
Energy	<0.01	0.07	0.06	<0.01	0.01	0.01
Water	N/A	N/A	N/A	N/A	N/A	N/A
Waste	N/A	N/A	N/A	N/A	N/A	N/A
Refrigerants	N/A	N/A	N/A	N/A	N/A	N/A
Total Operational Emissions	9.88	3.10	25.62	0.04	3.99	1.04
Significance Threshold	25	25	100	25	15	12
Exceeds Threshold?	No	No	No	No	No	No

Source: M.S Hatch Consulting LLC (Hatch). 2026. Revised Air Quality and Greenhouse Gas Study. Page 7. M.S. Hatch Consulting, LLC: San Diego, CA

The estimated emissions of criteria pollutants for each year of construction and the total operational emissions are below the applicable AVAQMD Significant Emissions Thresholds. Further, the operation of the gas pumps would be regulated by the AVAQMD to ensure that they comply with all applicable air quality requirements. The nature of air emissions has largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. As such, projects which would individually exceed thresholds would then be considered cumulatively considerable. Therefore, the Project does not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state Ambient Air Quality Standard.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. As shown in Table 2: Surrounding Land Uses, no sensitive uses are adjacent to the Project site. According to the AVAQMD *CEQA and Federal Conformity Guidelines*, a gasoline dispensing facility within 300 feet of a sensitive receptor would require a health risk analysis to be conducted. Recent aerial view of the Project area shows no residential areas, schools, hospitals, senior homes, or other sensitive receptors within the 300 feet of the Project site. The Antelope Valley Fair Grounds, immediately north of the Project site, recently completed construction of an emergency and evacuation center. According to telephone communications between Barbara Lods, Executive Director of AVAQMD, and Duke Engineering on June 22, 2026, AVAQMD does not consider this emergency and evacuation center a sensitive receptor. Therefore, per the AVAQMD's guidelines, the Project is not required to prepare a health risk assessment. Additionally, as demonstrated in the analysis above, the Project would be below AVAQMD thresholds of significance for all criterial air pollutants and due to the principles of physics, and assuming Gaussian dispersion applies, the concentration of pollutants at nearby sensitive receptors could not be substantial or above the AVAQMD thresholds of significance.

Regarding carbon monoxide (CO) emissions, these emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. A CO hotspot is a localized concentration of CO that is above the 1-hour or 8-hour CO National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). Localized CO hotspots are associated with traffic congestion and idling or slow-moving vehicles. It has long been recognized that CO exceedances are caused by vehicular emissions. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO vehicle emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO NAAQS or CAAQS.

The Wilshire Boulevard and Veteran Avenue intersection in the City of Los Angeles is one of the most congested intersections in Southern California. It has an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. South Coast Air Quality Management District modeled this intersection for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm NAAQS. The Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*.

The Project would generate 3,309 daily vehicle trips. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any intersections in the Project vicinity resulting from 3,309 additional vehicle trips attributable to the Project. As such, the Project would not expose sensitive receptors to substantial pollutant concentrations and a less than significant impact would occur.

However, since the construction of the proposed project 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 multicelluar 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.

Valley Fever symptoms can present as minor to serious and include:

- Fever
- Cough

- Tiredness
- Shortness of breath
- Chest pain when breathing in
- Night sweats
- Headache
- Joint pain, mainly in the ankles, knees and wrists
- Rash[11]

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 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.

Mitigation Measures

1. Prior to ground disturbance activities, the project operator shall provide evidence to the Community Development Director that the project operator and/or construction manager has developed a "Valley Fever Training Handout", training, and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s) and schedule shall be submitted to the Community Development 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 Community Development 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. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the county. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

[11] Mayo Clinic. 2026. *Valley fever*. Retrieved from: https://www.mayoclinic.org/diseases-conditions/valley-fever/symptoms-causes/syc-20378761.

The project operator shall 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). 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.
- 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.

2. If it is determined that workers need respirators, use a NIOSH-Approved Particulate Filtering Facepiece Respirator that is rated N95 or higher. Respirators must be used as part of a comprehensive respiratory protection program that includes medical exams and fit testing, and meets the requirements of OSHA's Respiratory Protection standard (29 CFR 1910.134). If it is determined that workers do not need respirators, respirators may also be provided for voluntary use.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Construction activities are liable to generate temporary odors that would be short-term in nature and subject to AVAQMD Rule 402, Nuisance, which prohibits the discharge of contaminants that could be detrimental or would cause a nuisance. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Therefore, the proposed construction is not expected to create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Significant operational sources of odors are typically sewage treatment plants, landfills, recycling facilities, agricultural operations, and some industrial activities. Vehicles, especially those running on diesel, can contribute to odor and other air quality impacts. The Project proposes the development and operation of diesel and gasoline fuel pumps which would potentially introduce new sources of odors to the Project site. However, as previously discussed, there are no sensitive receptors or a substantial number of people in the immediate vicinity of the Project; most of the immediately adjacent parcels are vacant. Odors would primarily be resultant of VOC emissions (fuel vapors), and pursuant to AVAQMD Rule 461, all fuel pumps would be required to utilize a vapor recovery system that creates a vacuum during fuel dispensing to capture fuel vapors, thus limiting odors. Further, any activity that generates odor would be subject to AVAQMD Rule 402, Nuisance. The Project does not involve activities that would generate objectionable odors affecting a substantial number of people and a less than significant impact would occur.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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

The basis for the following information and analysis for biological resources is the Biological Resources Assessment prepared for the Project by Mark Hagan, Wildlife Biologist . The Biological Resources Assessment is included as Appendix B1: Biological Resources Assessment and summarized below. An Aquatic Resources Delineation Report and Jurisdictional Delineation prepared by Kimley-Horn is also included in Appendix B2: Aquatic Resources

Delineation Report and Jurisdictional Delineation. An addition to the Biological Resources Assessment was made after the preparation of Appendix B1 and is provided at Appendix B3: Additional Biological Resources Assessment for APN 3114-012-062.

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?

Less Than Significant Impact with Mitigation Incorporated. As part of the Biological Resources Assessment completed for the Project, a site survey was conducted by biologist Mark Hagan on May 24, 2025, and June 11, 2026, to determine if potential habitat exists on the Project site for special status species and species of special concern, including desert tortoise, desert kit foxes, Mohave ground squirrel, burrowing owl, Swainson's hawk, crotch's bumble bee, Joshua tree, alkali mariposa lily, Rosamond eriastrum, desert cymopterus, and Barstow woolly sunflower. Both surveys were conducted by walking random line transects of the Project site and focused observations were conducted in areas with patches of vegetation in accordance with US Fish and Wildlife Service recommendations. Further, burrowing owl survey methodologies prepared by the California Department of Fish and Wildlife were observed.

The Project site is not located within designated critical habitat for any federally listed species. The Project site was noted to be characteristic of a highly disturbed field, with the majority of the site dominated by grasses and devoid of perennial shrub species.[12] The following plant species were observed during field surveys of the Project site:

- Allscale (*Atriplex polycarpa*)
- Silverscale (*Atriplex argentea*)
- Five-hook bassia (*Bassia hyssopifolia*)
- Russian knapweed (*Rhaponticum repens*)
- Russian thistle (*Salsola Iberica*)
- Prickly lettuce (*Lactuca seriola*)
- Pineapple weed (*Matricaria discoidea*)
- Perennial pepperweed (*Lepidium latifolium*)
- Desert straw (*Stephanomeria pauciflora*)
- Prostrate knotweed (*Polygonum aviculare*)
- Yellow sweet clover (*Melilotus indicus*)
- Red stemmed filaree (*Erodium cicutarium*)
- Tansy mustard (*Descurainia sophia*)
- Oats (*Avena sativa*)
- Foxtail barley (*Hordeum leporinum*)
- Red brome (*Bromus rubens*)
- Rabbit Brush (*Chrysothamnus nauseosis*)

[12] Mark Hagan. 2025. *Biological Resource Assessment of APNs 3114-012-029, 064, 066 Lancaster, California; Page 7*. Mark Hagan, Wildlife Biologist: Lancaster, CA.

- Shadscale (*Atriplex confertifolia*)
- Inkweed (*Suaeda torreyana*)
- Alkali pink (*Nitrophila occidentalis*)
- Russian knapweed (*Rhaponticum repens*)
- Five-hook Bassia (*Bassia hyssopifolia*)
- Fiddleneck (*Amsinckia tessellata*)
- Sahara mustard (*Brassica tournefortii*)
- Tumble mustard (*Sisymbrium altisissiimum*)
- Cheatgrass (*Bromus tectorum*)

None of the aforementioned plant species are federally or state listed as endangered or threatened. Alkali mariposa lilies (*Calochortus striatus*) and Rosamond eriastrum (*Eriastrum rosamondense*) may have been present on the Project site at one time, but it is expected they have been removed from the study area over time due to constant and consistent human activity on the Project site.[13] It was determined that APN 3114-012-062 has marginal habitat for alkali mariposa lily; this plant was not observed on site. Development of the site with the Project may remove habitat for this species and mitigation measures are required. With implementation of the below identified mitigation, impacts to alkali mariposa lily would be less than significant.

No special-status animal species, or their sign, were observed during the field investigation. The following animal species, or their sign, were observed during field surveys of the Project site:

- Rodents (Order: Rodentia)
- California ground squirrel (*Citellus beecheyi*)
- Canada goose (*Branta canadensis*)
- Common raven (*Corvus corax*)
- Coyote (*Canis latrans*)
- Swallow sp. (Family: Hirundinidae)
- Cliff swallow (*Petrochelidon pyrrhonota)*
- Say's phoebe (*Sayornis saya*)
- Horned lark (*Eremophila alpestris*)
- Grasshopper (Order: Orthoptera)
- Ants (Order: Hymenoptera)
- Beetle (Order: Coleoptera)
- Spider (Order: Araneida)

The following animal species, while not they or their sign were not observed on the Project site, may occur within the Project site:

- Domestic dog (*Canis familiaris*)
- Mallard (*Anas platyrhynchos*)
- Gadwall (*Anas strepera*)

[13] Ibid. Page 10.

- Shorebirds (Order: Charadriiformes)
- American Avocet (*Recurvirostra americana*)
- Black-necked stilt (*Himantopus mexicanus*)
- Gull sp. (Family: Laridae)

The Project site was assessed and was determined to not have suitable habitat to foster the following special status animal species:

- Desert tortoises (*Gopherus agassizii*)
- Mohave ground squirrels (*Xerospermophilus mohavensis*)
- Desert kit foxes (*Vulpes macrotis*)
- Burrowing owl (*Athene cunicularia*)
- Swainson's hawk (*Buteo swainsoni*)
- Crotch's bumble bee (*Bombus crotchii*)

The desert tortoise is a State endangered and federal threatened listed species. While the Project site is located within the geographic range of the desert tortoise it not located in critical habitat designated for the Mojave population of the desert tortoise. Desert tortoises were not observed during field investigations.

The Mohave ground squirrel (MGS) is a State listed threatened species. MGS habitat consists of a variety of desert scrub habitats, to include a specific assemblage of required shrub and annual species within those habitats. None of the required habitat elements occur within, adjacent, or near the Project site. MGS were not observed within the Project site.

Burrowing owls are a candidate species for listing as threatened or endangered by the California Department of Fish and Wildlife (CDFW). No burrowing owls or their sign were observed within the Project site or nearby area. No potential future cover sites for burrowing owls were observed within the Project site or nearby area.

Although Swainson's hawks have been documented at the Avenue H retention basin, no Swainson's hawk nests have been documented there or within 5 miles of the Project site over the last 5 years.

Crotch's bumble bees are a candidate species for listing as state threatened or endangered. Crotch's bumble bee has a life cycle based on the survival of the queens produced each year. The colony completely dies out each year except for the new queens. The new queens hibernate and restart individual colonies in the spring. Having enough floristic resources during a colony's entire life span is imperative to ensuring the new queen's survival to mate, hibernate, and start a new colony. If flowers have died out and no perennials are blooming the colony is left with no way to persist. Due to a lack of floristic resources, Crotch's bumble bee is not expected to occur within the Project site.

Vegetation within the study site is not suitable for nesting migratory birds. Ground nesting by birds are not expected due to a lack of sufficient substrate and vegetative cover. However, roosting and feeding by native birds was observed on the Project site. Nesting birds are protected under the Migratory Bird Treaty

Act (MBTA) which provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 Code of Federal Regulation (CFR) 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct or indirect injury or death of a migratory bird, due to construction activities such as nest abandonment, nestling abandonment, or forced fledging would be considered illegal under federal law. The United States Fish and Wildlife Service (USFWS), in coordination with the CDFW, administers the MBTA.

Although no active nests or birds displaying nesting behavior were observed during the field survey, mitigation is recommended to ensure any potential impacts to nesting birds would be reduced to less than significant. As such, impacts would be less than significant with mitigation applied.

Mitigation measures

3. Prior to the issuance of any construction related permits, the applicant shall retain a biologist to map the location of alkali mariposa lily habitat on the project site based on the previously conducted biological survey or focused springtime survey for the species. The biologist's report shall include the total acreage of alkali mariposa lily and any other special status plant species present and the applicant shall be required to pay $2,405/acre for these areas. The funds shall be placed into a City of Lancaster-designated account and utilized for the acquisition of conservation habitat within the Antelope Valley.
4. The Applicant shall designate a qualified avian biologist experienced in:
    - identifying raptor and migratory bird species of special concern within the Project area
    - conducting nesting migratory bird and raptor surveys using appropriate survey methodology
    - recognizing migratory bird and raptor breeding and nesting behaviors
    - identifying nesting stages, anticipated fledging dates, and nest success or failure
    - determining/establishing appropriate disturbance buffers based on:
        - topography and line of sight
        - bird or raptor species
        - nest location in proximity to active work locations
        - activity type
    - and monitoring the efficacy of implemented disturbance buffers.

    Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than seven (7) days prior to the initiation of ground-disturbing activities, including disking, vegetation grubbing, and grading. If active construction is delayed or suspended for

more than 7 days during the breeding season (February 1 through August 31), the nesting bird and raptor survey shall be repeated.

Surveys shall encompass all suitable nesting substrates including trees, shrubs, bare ground, gravel, burrows, cavities, and structures. The survey area will include the Project impact footprint and a 500-foot buffer where legal access is granted around the disturbance footprint. The qualified biologist will make every effort to avoid potential nest abandonment as a result of survey and monitoring efforts.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests or nesting birds (including nesting raptors) are identified during the nesting bird survey, the qualified biologist has the authority to halt and redirect work in proximity of the active nest if it is determined the activities may result in take of the nest. No-disturbance buffers shall be implemented by the qualified biologist and shall be a minimum of 500 feet for raptors and 100 feet for all other birds, unless the qualified biologist recommends adjustments to the no-disturbance buffer based on topography, ambient conditions, species, nest location, and activity type. The qualified biologist shall monitor the active nest within the no-disturbance buffer to determine if noise, vibration, human presence, lighting are resulting in adverse effects on nesting. No activity will occur within the buffer areas until the qualified biologist determines if the young have fledged or confirm that the nest has been unsuccessful or abandoned.

Upon completion of pre-activity surveys and active nest monitoring, the qualified biologist shall submit a final monitoring report of findings to the City of Lancaster documenting compliance with the California Fish and Game Code (CFGC).

As part of the nesting bird pre-activity clearance, a burrowing owl pre-construction clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities to ensure that burrowing owls remain absent from the project site.

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?

Less Than Significant Impact with Mitigation. As part of the Aquatic Resources Delineation for the Project, a field survey of the site was conducted by Kimley-Horn and Associates, Inc., on November 25, 2025, and identified one aquatic feature (AF-1). AF-1 collects surface flows from the undeveloped land, commercial developments, and 23rd Street West located to the south and conveys flows north through the eastern portion of the Project site. At the northern boundary of the Project site, AF-1 proceeds west through the northern portion of the Project site towards a concrete culvert and proceeds off-site underneath 25th Street West and into a flood control basin to the west of the Project site.

AF-1 would not be considered a United States Army Corps of Engineers (USACE) Waters of the United States. AF-1 contains 0.69 acres of California Department of Fish and Wildlife (CDFW) Jurisdictional Streambed and 0.27 acres of Regional Water Quality Control Board (RWQCB) water of the State. In order to comply with RWQCB and CDFW regulations regarding activities within Jurisdictional Streambeds and

waters of the State, mitigation has been proposed requiring the acquisition of a Section 401 permit through RWQCB and a Lake and Streambed Alteration Agreement through CDFW. As such, impacts would be less than significant with mitigation applied.

Mitigation Measures

5. A Waste Discharge Requirements (WDR) Permit issued by the Lahontan RWQCB shall be required prior to commencement of any construction activities on the site for the aquatic feature identified on site.
6. Prior to commencement of any construction activities on the project site, the applicant shall obtain a Lake or Streambed Alteration Agreement (LSAA) issued by CDFW. A copy of the LSAA shall be provided to the City. In the event that CDFW determines a LSAA is not required, a letter on CDFW letterhead shall be provided with this determination.

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?

No Impact. The additional Biological Resources Assessment for APN 3114-012-062 (Appendix B3) identified that clay pan wetlands could be present on the Project site. As part of the Aquatic Resources Delineation completed for the Project, six soil pits were performed on the Project site where evidence of hydrology was observed in order to confirm the presence of wetland features, including the clay pans on APN 3114-012-062 (soil pits 5 and 6). To qualify as a wetland, a feature must exhibit all three wetland parameters (e.g., vegetation, soils, and hydrology). Based on the results of the field delineation, it was determined that none of the soil pits met the required wetland parameters to qualify as a wetland. While the Project site contains clayey soils and surface ponding occurred during the aquatic resources delineation, the site is devoid of claypans, a type of palustrine wetland, that are jurisdictional to the regional board due to a lack of defining characteristics (lack of redoximorphic features and vegetation). According to the US EPA, palustrine wetlands are nontidal wetlands dominated by trees, shrubs, persistent emergent, emergent mosses, or lichens.[14] The site lacks the vegetation to classify as a palustrine wetland. As such, no wetland features were identified within the boundaries of the Project site. As a result, no impact would occur in this regard.

[14] United States Environmental Protection Agency. 2002. *Methods for Evaluating Wetland Condition; page 34*. Retrieved from: https://www.epa.gov/sites/default/files/documents/wetlands_7classification.pdf

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?

No Impact. According to the City of Lancaster General Plan, the Project site has not been identified as occurring within a Wildlife Corridor or Linkage.[15] Additionally, the current human use of the site has reduced the likelihood of wildlife occupancy of the site. As such, no impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project would not conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. The Project 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.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans which are applicable to the project site. The West Mojave Coordinated Habitat Conservation Plan only applies to federal land, specifically land owned by the 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.

[15] City of Lancaster.2026. *City of Lancaster Conservation Element; Figure 5*. Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/47021/639111761101730000.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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		

The basis for the following information and analysis for Cultural Resources is the Phase I Cultural Resources Investigation (Cultural Resources Investigation) prepared for the Project by RT Factfinders. The Cultural Resources Investigation is included as Appendix C: Phase I Cultural Resources Investigation and summarized below.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact. State CEQA Guidelines Section 15064.5, define "historic resources" as resources listed in the California Register of Historical Resources (CRHR), or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources. CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria.

A formal records search was conducted by RT Factfinders with the South Central Coastal Information Center (SCCIC). SCCIC provided information that no previous reports were completed that included the Project site nor were resources documented as occurring on the Project site. Two resources are listed within a half mile radius of the Project site, a historic period road and a historic period glass. Neither of these features would be disturbed by the Project. A total of 8 reports were completed for subject properties within a half mile radius, none of these covered the Project site. An overview study encompassing all of the City of Lancaster was completed in 2006 but did not include pedestrian surveys of the subject area. No cultural resources were recorded near the Project site as a result of that 2006 report.

The Project site currently features vacant previously disturbed land. As part of the Cultural Resources Investigation, RT Factfinders completed a pedestrian survey of the Project site on March 16, 2025, and November 12, 2025, and one historic period site was found. Linear transects were walked at 5-to-7-meter intervals. The historic period site consisted of a widespread scatter of displaced refuse dating to pre-1940s. The site was evaluated to determine its significance in terms of the Nation Register of Historic Places

(NRHP) criteria. Due to a lack of integrity, the site was determined not significant. As such, the Project site would not cause a substantial adverse change in the significance of a historical resource.

The presence of underground resources is currently unknown and during the course of Project construction previously unknown historic or archaeological resource may be discovered. Should a resource be discovered, compliance with state and federal law, such as the National Historic Preservation Act, would be required. Compliance with the existing regulatory requirements would ensure that impacts would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?

Less Than Significant Impact with Mitigation Incorporated. As noted above, no archaeological resources were discovered during the Cultural Resources Investigation. It is unlikely that archaeological resources are present on the Project site, given the site features previously disturbed land. Project construction would include limited excavation and grading. Therefore, while low, there is the potential for the Project to result in an adverse change in the significance of a previously unidentified archaeological resource. Pursuant to Assembly Bill 52, the City of Lancaster engaged in government-to-government consultation with applicable consulting tribal governments. As a result of this tribal consultation, mitigation measures were recommended due to the potential presence of culturally significant artifacts. Should a previously unidentified archaeological resource be discovered during Project construction, adherence to all applicable state and federal laws and the below mitigation measures would ensure that potential impacts to these resources would be less than significant.

Mitigation Measures

7. 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 YSMN for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

8. 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 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.

9. 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 Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

10. 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 hired to assess the find. Work on the other 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) 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.

11. If 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 retained by the project applicant shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. Should the find be deemed significant, as defined by CEQA (as amended, 2015), the Project applicant shall retain a professional Tribal Monitor procured by the FTBMI 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.

12. The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. No dedicated cemeteries are on or near the Project site. The disturbance of most Native American human remains is typically in association with prehistoric archaeological sites. As discussed previously, the Project site is not near an identified archaeological resource. Given the extent of on-site disturbances from previous development, there is low potential for the Project's ground-disturbing activities to encounter human remains. However, unknown human remains could be unearthed during Project construction. Should previously unknown human remains be discovered during Project construction, compliance with California Health and Safety Code (HSC) Section 7050.5 and PRC Section 5097.98 would be required. Work within 100 feet of the find shall cease, a qualified archaeologist and Native American monitor be contacted immediately. The County Coroner shall evaluate the find and notification of the Native American Heritage Commission (NAHC). The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. Pursuant to Assembly Bill 52, the City of Lancaster engaged in government-to-government consultation with applicable consulting tribal governments. As a result of this tribal consultation, mitigation measures were recommended. Compliance with applicable state laws and the recommended mitigation measures would ensure that the Project's potential impacts concerning human remains would be less than significant.

Mitigation Measures

13. 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 §7050.5 and that code shall be 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 decided by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC), should those findings be determined as Native American in origin.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Electricity

The Project would require electricity to power lighting, heating, ventilation, and air conditioning (HVAC) equipment, refrigeration, pumps, and other appurtenant infrastructure. Electricity would be provided to the Project site by Lancaster Choice Energy via SCE distribution lines. The Project would require coordination with SCE for electrical connections to the City's overall power supply. The developer would pay all fees and charges associated with the provision of electric service. In 2024 Los Angeles County used 43,342 Gigawatt hours (GWh) of electricity for non-residential uses, and 21,554 GWh for residential uses, for a total of 64,896 GWh.[16] SCE provided 28,843 GWh of electricity to commercial customers in 2024.

The Project is estimated to use 0.47 GWh annually, based on modeling of Project uses through CalEEMod.[17] This represents a de minimis increase in demand for the County. Furthermore, the Project would be required to comply with the California Code of Regulations Title 24 (California Building Standards Code) requirements (e.g., Title 24 Part 3 – California Electrical Code, Title 24 Part 5 – California Plumbing Code, Title 24 Part 6 – California Energy Code, and Title 24 Part 11 – California Green Building Standards [CALGreen Code]). Compliance with this code, specifically the Energy Code and CALGreen Code, would ensure that energy consumption is not wasteful. Therefore, the Project would not result in a significant impact to wasteful, inefficient, or unnecessary consumption of electricity.

[16] California Energy Commission. 2025. *California Electricity Consumption*. Retrieved from: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0.

[17] M.S Hatch Consulting LLC (Hatch). 2026. *Revised Air Quality and Greenhouse Gas Study*. *ATTACHMENT B – CalEEMod Detailed Emissions Report*. M.S. Hatch Consulting, LLC: San Diego, CA

Natural Gas

The Southern California Gas Company (SoCalGas) is the service provider for the Project. Natural Gas could be used on site for heating of occupied spaces, cooking, and cleaning. The Project is estimated to use approximately 1,437,000 kBTU/yr or 14,370 therms/yr of natural gas energy, based on modeling of the Project uses through CalEEMod.[18] In 2024, Los Angeles County consumed approximately 1,749 million therms of natural gas energy.[19] The Project would represent approximately 0.0008 percent of the County's 2024 consumption and is considered a de minimis increase. Further, the uses proposed for the Project are consistent with the forecasted uses of the Light Industrial zones within the City and other comparable retail uses. The Project does not propose uses which would otherwise misuse or waste natural gas resources. uses.

Fuel

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resource by these vehicles would fluctuate according to the phase of construction and would be temporary. Construction equipment during grading, paving, and other ground-disturbance activities would be gas-powered or diesel powered. However, the Project would not result in a substantial demand for energy that would require expanded facilities or the construction of other infrastructure or expansion of existing facilities.

Adherence with existing laws and regulations concerning vehicle fuel consumption efficiencies (CAFE Standards) would ensure that vehicle trips generated by the Project would not be considered as inefficient, wasteful, or unnecessary.[20] Project operations would include the use of 14 diesel and gasoline pumps providing fueling to 5 trucks and 16 passenger vehicles. While the use of fuel during operations would be higher than during Project construction, the Project does not propose fueling uses which would be inefficient or wasteful.

The Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficient?

Less than Significant Impact. The Project would consist of three buildings. Building 1 comprises a 9,240-sf travel center with an adjoining 2,000-sf QSR with drive through (11,240 sf total). Building 2 comprises a

[18] Ibid.

[19] California Energy Commission. 2025. *California Natural Gas Consumption*. Retrieved from: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1.

[20] United States Department of Transportation. 2014. *Corporate Average Fuel Economy Standards*. Retrieved from: https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards.

3,400-square-foot QSR with drive through. Building 3 comprises a 3,400-square-foot QSR with a drive-through. Additionally, the Project proposes a freestanding pole mounted display sign in the northeastern corner of the site. The Project would be required to adhere to all applicable federal, state, and local regulations pertaining to energy usage, including Title 24 Part 11 of the California Code of Regulations (CALGreen Code). The CALGreen code was last updated in 2025. The CALGreen Code will be updated in 2028 and put into statewide effect on January 1, 2029. The Project would not conflict with any applicable plan, policy, or regulation of an agency and impacts would be less than significant.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 Geotechnical Report with Liquefaction Analysis was conducted for the Project by Bruin Geotechnical Services, Inc (Bruin) in January 2026. The Bruin personnel conducted the report through field explorations and laboratory testing. The field exploration included a geological site reconnaissance to identify geological conditions that could cause adverse effects on the lift station and proposed location of pipelines. Soil samples were obtained during field explorations and taken to a laboratory to test for moisture content and fines content. Below is a summary of the findings and results of the Geotechnical Report. The entire Geotechnical Report is located in Appendix D: Geotechnical Report.

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.

Less than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). According to the Geotechnical Report, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known active faults are mapped traversing the site. The nearest fault zone is the San Andreas Fault Zone, located approximately 15 miles west and south of the Project site.[21] In addition, the Project would be subject to the current California Building Code (CBC) guidelines with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce potential seismic impacts. Therefore, the Project would not directly, or indirectly, cause potential substantial adverse effects involving rupture of a known earthquake fault. Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact. The City, as well as most of Southern California, is located in a region of historic seismic activity. As previously discussed, the nearest fault zone to the Project site is the San Andreas Fault zone, located approximately 15 miles to the west and south. During seismic events, the Project site could experience moderate ground shaking associated with the fault described above. Strong levels of seismic ground shaking can cause damage to buildings. The intensity of ground shaking on the Project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the

[21] Department of Conservation (DOC). 2025. *Earthquake Zone of Required Investigation*. https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/.

area between the Project site and the epicenter. The City would impose regulatory controls to address potential seismic hazards through the permitting process. The Project would be subject to the current CBC guidelines, with respect to seismic design parameters. Conformance with these standard engineering practices and design criteria would reduce the effects of seismic ground shaking.

As discussed in the Geotechnical Report, the Project site is not located within an active fault zone. As such, the potential for damage to occur as a result of ground shaking is considered low. Following compliance with standard engineering practices and the CBC guidelines, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact with Mitigation Incorporated. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, a project site must be subject to three factors: underlying loose, coarse grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes.

The California Geologic Survey and the City of Lancaster identify the Project site as having the potential for liquefaction to occur.[22, 23] As discussed within the Geotechnical Report, Subsurface exploration included borings advanced to depths of up to 50 feet below ground surface, and laboratory testing of representative soil samples. Groundwater was not encountered in any borings, and review of regional data indicates historic groundwater levels greater than 100 feet below ground surface, which is well below depths typically associated with liquefaction susceptibility. The potential for seismically induced liquefaction at the Project site is considered negligible. Estimated post-earthquake settlement due to liquefaction is approximately 0.07 inches under the two-thirds peak ground acceleration (PGA_m) case and 0.21 inches under the full PGA_m case, both of which are considered very small and not expected to adversely affect proposed structures or pavements. Pursuant to the mitigation measure outlined below, the Project Applicant shall submit the Geotechnical Study to the City of Lancaster City Engineer for a finding of concurrence prior to the issuance of grading and/or building plans. Compliance with this mitigation measure would ensure that impacts related to liquefaction would be less than significant.

Mitigation Measures

14. The applicant shall have a detailed geotechnical study prepared that addresses the potential for liquefaction and other soil instability hazards (e.g., fissures/sinkholes, etc.) on the project site. This

[22] California Geologic Survey. 2005. *Earthquake Zones of Required Investigation*. Retrieved from: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e4b825-layer-21%3A450

[23] City of Lancaster. 2025. *City of Lancaster Safety Element. Figure 4-3. Page S-7*. Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/43880/638931911205730000

geotechnical study shall be reviewed and approved by the City of Lancaster City Engineer or designee prior to the issuance of grading and/or building plans.

iv) Landslides?

No Impact. The Project site is generally flat and does not contain steep slopes and according to the Lancaster General Plan, the Project site is not located within or near an area that is susceptible to landslide.[24] As such, no impacts associated with landslides would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact with Mitigation Incorporated. Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover (which leaves the soil exposed to erosive forces). Surface improvements, such as paved roads and buildings, decrease the potential for erosion on-site but can increase the rate and volume of runoff, potentially causing off-site erosion.

AVAQMD Rule 403 requires fugitive dust which can be produced from any ground disturbing activities to be controlled so that dust does not travel beyond the Project site. This can be done by multiple means including tarping piles of dirt and wetting exposed dirt areas. Compliance with AVAQMD Rule 403 for control of fugitive dust would reduce the potential for soil erosion due to wind. To ensure compliance with AVAQMD Rule 403, the mitigation measure outlined below would be implemented, requiring the preparation of a Dust Control Plan to AVAQMD prior to the issuance of grading and/or construction permits. Furthermore, the majority of the Project site will be graded and improved with either paving or structures. Approximately eight percent of the Project site will be used as landscaping. Project landscape areas will include the planning of grasses, trees and shrubs which will further stabilize the portions of exposed soil. As such, impacts are anticipated to be less than significant with the implementation of mitigation measures.

Mitigation Measures

15. 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 District Rule 403, Fugitive Dust, including submission and approval of a Dust Control Plan, installation of signage and the completion of a successful onsite compliance inspection by an AVAQMD field inspector. Proof of compliance shall be submitted to the City.

[24] Ibid.

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?

Less than Significant Impact. As mentioned, the Project site is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. See impacts VII (a) and (b) above. Impacts would be less than significant.

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?

Less than Significant Impact. Expansive soils are common throughout California and can cause damage to foundations and slabs, separation of masonry, or failure of paved surfaces unless properly treated during construction. Expansive soil conditions could cause damage to facility components if they are not designed with proper engineering and grading practices. According to the Geotechnical Report, the hazard for expansive behavior is considered a low to medium risk based on the expansion index tests conducted on Project site soil samples. Therefore, impacts related to expansive soils would be less than significant.

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?

No Impact. The Project does not include a septic tank or alternative wastewater disposal system. The Project site would connect to the City's existing sanitary sewer system for wastewater disposal. Thus, no impacts associated with the use of septic tanks or alternative waste water disposal would occur as part of the Project's implementation.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated. To determine the potential paleontological sensitivity of a location, the soil composition is reviewed is typically reviewed. The Project site contains quaternary, compact lakebed clays. Older Quaternary Alluvial sediments are sedimentary deposits left by running water and may contain significant, nonrenewable, paleontological resources, such as fossils, and are therefore considered to have high paleontological sensitivity. Since the Project site is previously graded and disturbed, the likelihood of significant paleontological resources being present on the surface is low, however inadvertent finds may occur below the surface. Mitigation is proposed which requires the preparation of a paleontological resource monitoring plan and observation of ground disturbing activities during construction by a qualified paleontologist. As such, impacts would be less than significant with mitigation applied.

Mitigation Measures

16. Prior to the commencement of ground disturbing activities, a paleontological resource monitoring plan (PRMP) would be prepared and implemented. The PRMP shall be submitted to the City of Lancaster Planning Department for review and approval. Periodic paleontological spot checks would be conducted when excavation exceeds depths of 5 feet to determine if older, paleontologically sensitive sediments are present. If present, construction monitoring would be implemented. The Project's PRMP would implement the following procedures:

    - A trained and qualified paleontological monitor would perform spot-check and/or monitoring of any excavations on the Project that have potential to impact paleontological resources in undisturbed native sediments below 5 feet in depth. The monitor would have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources.
    - The Project paleontologist may re-evaluate the necessity for paleontological monitoring after examination of the affected sediments during excavation, with approval from Lead Agency and Client representatives.
    - Any potentially significant fossils observed shall be collected and recorded in conjunction with best management practices and Society of Vertebrate Paleontology professional standards.
    - Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
    - A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the appropriate personnel.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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	

M.S. Hatching Consulting, LLC has conducted a greenhouse gas emissions analysis for the proposed Project. The output and results of the modeling are included in Appendix A: Air Quality and Greenhouse Gas Emissions Study, summarized below. To provide a more conservative analysis, the Air Quality and Greenhouse Gas Study analyzes Building 1 as 9,900 sf of retail/travel center uses and 2,000 sf of QSR uses.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Project construction activities would generate direct carbon dioxide (CO_2), nitrous oxide (N_2O), and methane (CH_4) emissions from construction equipment, transport of materials, and construction workers commuting to and from the Project site. Operational emissions would occur over the Project's lifetime. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. Total GHG emissions generated during all construction phases were combined and are presented in Table 9: Annual Construction and Operations Carbon Dioxide Equivalent Emissions.

Table 9: Annual Construction and Operations Carbon Dioxide Equivalent Emissions

-	Annual CO_2e Emissions (metric tons/year)
Year 1 Construction Emissions (2027)	544
Year 2 Construction Emissions (2028)	335
Total Construction Emissions	879
Gas Station Fueling Operations	N/A
Mobile	4,014
Area	1
Energy	190
Water	9
Waste	34
Refrigerants	2
Total Operational Emissions	4,251
Significance Threshold	100,000
Exceeds Threshold?	**No**

Source: M.S Hatch Consulting LLC (Hatch). 2026. Revised Air Quality and Greenhouse Gas Study. Page 7. M.S. Hatch Consulting, LLC: San Diego, CA

As indicated in Table 9: Annual Construction and Operations Carbon Dioxide Equivalent Emissions, the Project would result in the generation of approximately 879 metric tons of CO_2 equivalent ($MTCO_2e$) over the course of construction. Once construction is complete, construction-related GHG emissions would cease. The Project would generate an average of 4,251 $MTCO_2e$ annually during operation.

A screening threshold of 100,000 $MTCO_2e$ per year is used to determine if additional analysis is required. As shown in Table 9: Annual Construction and Operations Carbon Dioxide Equivalent Emissions, the Project would result in approximately 4,251 $MTCO_2e$ per year; which would not exceed the screening threshold of 100,000 $MTCO_2e$/yr. As a result, the Project's GHG emissions would be considered less than significant and additional GHG emissions analysis would not be required.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The City adopted a Climate Action Plan (CAP) in March 2017. The CAP included 2010 and 2015 GHG emission inventories and projections for future years. The CAP identifies 61 projects across eight sectors: traffic, energy, municipal operations, water, waste, built environment, community, and land use to enhance the community, improve government operations, and ultimately reduce GHG emissions. The CAP also includes numerous measures that are aimed at reducing GHG emissions. The Project would comply with several of these measures, including Measure 4.2.1a and 4.2.2c by receiving electricity service from Lancaster Choice Energy, Measure 4.2.3a by furnishing LED lighting, Measure 4.6.1b by complying with the most recent California Building Code and CALGreen Code, and Measure 4.7.3a by providing drought tolerant landscaping and employing xeriscaping principles. Further,

the Project would be required to comply with the requirements of the Title 24 Building Energy Efficiency Standards, City of Lancaster's Water Efficient Landscape Ordinance, and other requirements which increase the efficiency of buildings and reduce GHG emissions. Further, as the Project is consistent with the zoning and land use designation, it proposes the development of land that has been considered with this use in mind and was therefore included within the projected GHG inventories of the City's Climate Action Plan. The Project would not exceed AVAQMD thresholds of significance for GHG emissions, would purchase electricity from Lancaster Choice Energy, whose energy portfolio is increasingly sourced from renewable sources, and would be able to accommodate future zero emission vehicles fueling/charging. Therefore, impacts with respect to a conflict with an applicable plan, policy or regulation would be less than significant.[25]

[25] M.S Hatch Consulting LLC (Hatch). 2026. *Revised Air Quality and Greenhouse Gas Study. Page 10*. M.S. Hatch Consulting, LLC: San Diego, CA

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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	

The basis for the following information and analysis for Hazards and Hazardous Materials is the Phase I Environmental Site Assessment (ESA) and Limited Phase II ESA prepared for the Project by Moore Twining Associates, Inc (MTA). The Phase I and II ESAs are included as Appendix E1: Phase I Environmental Site Assessment and Appendix E2: Limited Phase II Environmental Site Assessment and summarized below. A supplemental Phase

I ESA was prepared by Bruin Geotechnical Services, Inc., for APNs 3114-012-062 and 3114-012-029. This Phase I ESA is provided as Appendix E3: Phase I Environmental Site Assessment for APNs 3114-012-062 and -029.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Project construction would involve the transport, storage, use, and/or disposal of limited quantities of hazards materials, such as fuels, solvents, degreasers, and paints. The use of these materials during Project construction would be short-term, and would occur in accordance with standard construction practices, as well as with applicable federal, state, and local regulations. Potentially hazardous materials would be contained, stored, and used during construction in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Examples of such activities could include fueling and servicing construction equipment and applying paints and other coatings. Project construction would be temporary, and existing regulations of several agencies would govern these activities. Construction activities would be subject to compliance with relevant regulatory requirements and restrictions concerning the transport, use, or disposal to prevent a significant hazard to the public or environment. The primary regulatory requirements include AVAQMD Rule 1113 (architectural coatings), Rule 1166 (volatile organic compound emissions from decontamination of soil), and Rule 403 (fugitive dust).

The Project would include the construction of one travel center with an adjoining QSR, two additional QSRs, semi-trailer parking, and associated site improvements. The Project would not emit hazardous emissions or involve the use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The use of these materials would not involve the routine transport, use, or disposal of quantities of hazardous materials that could create a significant hazard to the public or environment. The hazardous materials used during Project operation would be storage, handled, and disposed of in accordance with applicable regulations.

The Project would also include the use and storage of gasoline and diesel fuel. In order to minimize risks associated with those materials, the Project would have to comply with applicable State and Federal regulations regarding its storage and handling. This includes California Code of Regulations (CCR) Section 1594 which proper handling of fuel during fueling and restricts activities near fuel storage tanks.[26]

Therefore, following compliance with the regulatory requirements, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

[26] California Department of Industrial Relations. 2026. *Section 1594. Fueling*. Retrieved from: https://www.dir.ca.gov/title8/1594.html.

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?

Less than Significant Impact. Federal, State, and local laws, regulations, and programs address the storage, use, handling, and disposal of any hazardous materials (such as paints and solvents) that the Project Applicant might use during construction. Compliance with applicable laws and regulations would reduce the risk of hazardous material incidents during construction to a less than significant level. Therefore, Project construction activities would not create a significant hazard to the public of to the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The Project could involve the transport and use of materials associated with routine maintenance of the property, such as janitorial supplies and for cleaning purposes and/or herbicides and pesticides for landscaping. However, the types and quantities of materials used and stored on the Project site would not be of a significant quantity to create a reasonable foreseeable upset or accident. Additionally, this analysis assumes that the use, storage, and transport of routinely used hazardous materials would occur in compliance with the established regulatory framework.

The fuel-based use of the Project includes the routine storage of large quantities of petroleum products (gasoline and diesel fuel) on site. The EPA manages oil-intensive uses through the Spill Prevention, Control, and Countermeasure (SPCC). This program requires that entities within the oil industry describe equipment, workforce, procedures, and training to prevent, control, and provide adequate countermeasures to the discharge of oil. The EPA's SPCC applies to facilities that:

- Stores, transfers, uses or consumes oil or oil products, such as diesel fuel, gasoline, lube oil, hydraulic oil, adjuvant oil, crop oil, vegetable oil or animal fat; and

- Stores more than 1,320 U.S. gallons in total of all aboveground containers (only count containers with 55 gallons or greater storage capacity) or more than 42,000 gallons in completely buried containers; and

- Could reasonably be expected to discharge oil to navigable waters of the U.S. or adjoining shorelines, such as lakes, rivers and streams.[27]

The Project uses and stores oil products on site in the form of gasoline and diesel fuel and propose storage tanks on site would have a capacity of up to 40,000 gallons in above ground and up to 40,000 gallons in below ground tanks. However, the Project is not adjacent to navigable waters of the U.S (See Appendix B2). As such, the Project does not meet the criteria which would require the preparation of a SPPC. However, compliance with other regulatory requirements, such as the National Pollutant Discharge Elimination System and the Clean Water Act, would ensure that appropriate standard operating procedures are in place to respond to and contain potential spills. As such, Project operations would not

[27] United States EPA. 2026. *Spill Prevention, Control, and Countermeasure (SPCC) for the Upstream (Oil Exploration and Production) Sector*. Retrieved from: https://www.epa.gov/oil-spills-prevention-and-preparedness-regulations/spill-prevention-control-and-countermeasure-19#covered.

create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The school nearest the Project site is Desert View Elementary (1555 Avenue H) located approximately 1 mile east of the Project site. Additionally, the Project does not propose uses which would potentially generate hazardous materials in significant quantities that would have an impact to surrounding schools. No impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact with Mitigation Incorporated. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination; sites with known USTs having a reportable release; and solid waste disposal facilities from which there is a known migration. The Cortese list also includes hazardous substance sites selected for remedial action; historic Cortese sites and sites with known toxic material identified through the abandoned site assessment program. The Project site is not located on a site which is included on a hazardous materials site list compiled pursuant to California Government Code Section 65962.5.[28]

A Phase I Environmental Site Assessment was completed for the Project site (Appendix E1) and it was determined through review of historical aerial photographs and topographic maps, that the Project site was used as a sewage disposal facility. After its use as a sewage facility, fill material of unknown source and location were deposited on the Project site. As such, a limited Phase II Environmental Site Assessment (Appendix E2) was prepared to conduct soil sampling and testing for constituents of concern in addition to the potential presence of contaminates from the imported fill. The Phase I ESA for the remaining parcels concluded that no hazardous materials were present on APNs 3114-012-062 and -029.

During soil sampling and testing, all constituents of concern, with the exception of arsenic, were found to be below the recommended levels. Arsenic levels in the vicinity of soil boring B-6 (the northeast corner of APN 3114-012-064) at a depth of 1.5 feet were found to be 13 milligrams per kilogram (mg/kg). The Department of Toxic Substances Control (DTSC) uses 12 mg/kg as an appropriate screening level when evaluating arsenic as a constituent of concern. As such, soil remediation is recommended and the mitigation measure outlined below would be implemented to require the preparation of a soil management plan should excavation in the vicinity of soil boring B-6 occur. Implementation of this plan would ensure that contaminated soils are treated or removed from the Project site and would not expose

[28]Department of Toxic Substances Control (DTSC). 2025. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. Retrieved from: https://dtsc.ca.gov/dtscs-cortese-list/.

nearby receptors to hazards or hazardous materials. Therefore, after implementation of mitigation, the Project would not create a significant hazard to the public or the environment and a less than significant impact would occur.

Mitigation Measures

17. The Applicant shall retain a qualified environmental professional to prepare a Soil Management Plan for Contaminated Soils (SMP) for arsenic. The SMP shall include the identification of areas requiring management and procedures for soil handling, dust control, and worker protection. Where necessary, the SMP shall require engineering controls, proper characterization and disposal of excavated soils, certification of imported fill, and confirmation sampling. The SMP shall be submitted to the City of Lancaster Building and Safety Department for review and approval prior to the issuance of grading permits.

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?

No Impact. The nearest airport to the Project site are General William J. Fox Airfield located approximately 3 miles to the northwest. The Project site is located within Compatibility Zone E. Uses permitted within Compatibility Zone E include quick service restaurants and truck terminals.[29] Therefore, the Project is permitted within the Airport Influence Area and the Project would not result in a safety hazard or excessive noise for people working or residing at the Project site. No impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The City has adopted an Emergency Operations Plan (EOP), which provides comprehensive policy and guidance for emergency and response operations to natural and manmade hazards.[30] The City General Plan identifies both Avenue H and SR 14 as evacuation routes.[31] Primary access to all roadways would be maintained during the construction of the Project. Temporary construction activities would not impede emergency access to the Project site or surrounding area. In the event that Project construction requires the partial closure of any roadway fronting the Project site or nearby, a Traffic Control Plan (TCP) would be required, prepared consistent with the then-current Manual on Uniform Traffic Control Devices (MUTCD). Any street closures would be required to be coordinated with the City of Lancaster. Due to compliance with regulatory requirements, impacts would be less than significant.

[29] Los Angeles County Airport Land Use Commission. 2004. *General William J. Fox Airfield Land Use Compatibility Plan*. Retrieved from: https://planning.lacounty.gov/wp-content/uploads/2022/10/General-William-J.-Fox-Airfield-Land-Use-Compatibility-Plan.pdf.

[30] City of Lancaster. 2010. *City of Lancaster Emergency Operations Plan*. Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/13457/635775792210230000.

[31] City of Lancaster. 2025. *Lancaster General Plan Safety Element, Figure 4-12, Page S-17.* Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/43880/638931911205730000

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. According to the CALFIRE Fire Hazard Severity Zone Viewer, the Project site is located within a currently unzoned portion of the City's Local Responsibility Area (LRA).[32] However, surrounding areas are located within a moderate Fire Hazard Severity Zone (FHSZ).[33] The Project would comply with the Los Angeles County Fire Department and California Fire Code requirements for fire suppression and vegetation management, which would reduce ignition potential. Impacts would be less than significant.

[32] CalFire. 2025. *Local Responsibility Area Fire Hazard Severity Zones*. Retrieved from: https://calfire.app.box.com/s/wahuw9ny7cgn89xpxh7092ur50r1pwvj/file/1810968059419.

[33] Ibid.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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	

The basis for the following information and analysis for Hydrology and Water Quality is the Hydrology Study prepared for the Project by Duke Engineering. The Hydrology Study is included as Appendix F: Hydrology Study and summarized below.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The California Porter-Cologne Water Quality Control Act (Section 13000 ("Water Quality") et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972, also referred to as the Clean Water Act (CWA), require comprehensive water quality control plans be developed for all waters within the State of California. Pursuant to the CWA, the State Water Resources Control Board (SWRCB) issued a statewide general National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges from construction sites. Under this permit, discharges of stormwater from construction sites with a disturbed area of one or more acres must obtain individual NPDES permits or be covered by the General Permit—i.e., by filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP).

The Project would disturb more than one (1) acre of land surface and would, therefore, be required to obtain coverage under the NPDES stormwater program. To minimize water quality impacts during construction, construction activities would be required to comply with a prepared Water Quality Management Plan (WQMP) and SWPPP. The SWPPP identifies erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction Activity General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

The Project would be required to implement a WQMP, pursuant to the requirements of the City's NPDES permit. The WQMP is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural and programmatic BMPs and controls to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the applicable WQMP BMPs would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

The development of the Project site would result in an increase of impervious surfaces which would increase stormwater runoff. However, this runoff would be captured and conveyed to the proposed storm drain system. According to the Hydrology Study prepared by Duke Engineering, the proposed stormwater will be able to more efficiently convey 100-year storm flows to the existing stormwater system while diverting the remaining 15 percent to the earth below, reducing the amount of water conveyed to the existing stormwater system.[34] Water discharge impacts associated with construction and operation of the Project would be less than significant.

[34] Duke Engineering. *Hydrology Study*. *Page 5*. Duke Engineering: Lancaster, CA

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. No potable groundwater wells are proposed as part of the Project. The Project site would include a series of ribbon gutters which would convey water flow to inlet catch basins, which would then lead to an Advanced Drainage System (ADS) at the northwest corner of the Project site that would convey 85 percent pre-developed 100-year storm flow into the existing culvert via stormwater system. Specifically, the proposed ADS would convey 9,175 cubic feet (cu-ft) of the existing 10,794 cu-ft 100-year runoff to existing offsite systems, and allow for the infiltration of 1,619 cu-ft runoff back into the earth.[35]

For portions of the culvert to be paved over, a box culvert will be constructed and tied into the existing culvert at the property boundary lines of the Project. The rest of the water produced by the proposed stormwater system will drain to the earth below. The Project does not propose uses which would uniquely reduce groundwater resources. [36] As stated previously, the Project stormwater system would convey 85 percent of the site stormwater runoff to existing systems while allowing 15 percent to drain into the earth. As such, despite introducing new impermeable surfaces to a previously undeveloped site, the Project would not inhibit runoff from conveying to stormwater retention systems or percolating back into the earth. As such, a less than significant impact would occur.

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

Less Than Significant Impact. The Project would expose large areas of soil during the duration of Project construction. The appropriate soil erosion and control techniques would be employed in conformance to the SWPPP and City guidelines.

Landscaping areas would be inspected for signs of erosion, vegetation health and mulch depth regularly with landscaping maintenance activities or at minimum once per month. Identified eroded areas, decaying, or dying vegetation, and bare areas shall be repaired, replaced and/or mulched as soon as possible to minimize exposed sediment and potential for erosion. Therefore, with the proposed drainage systems and implementation of BMPs pursuant to the Project's SWPPP, impacts would be less than significant.

[35] Ibid.
[36] Ibid.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

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

iv) Impede or redirect flood flows

Less Than Significant Impact. As discussed above, the Project would include a new drainage system, would reduce the rate of runoff from Project activities and prevent runoff that could result in flooding. The proposed ADS system would be sufficient to capture and convey 85 percent of onsite stormwater flows to offsite conveyance systems.[37] The remaining 15 percent infiltrated on site would be well within the 100-year flood flow rates experienced by the Project site. The Project site currently conveys stormwater as sheet flows south through the Project site. The proposed improvements would convey existing water flows northward along the eastern portion of the Project site to an ADS in the northwest corner of the Project site.[38] While this would redirect existing flood flows, the resulting drainage path would create a more efficient stormwater system for the site. As such, a less than significant impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The Project site is located over 70 miles inland from the Pacific Ocean. As such, the potential for the Project site to be inundated by a tsunami is negligible. No steep slopes are located in the Project vicinity; therefore, the risk of mudflow is also negligible. The Project site is within FEMA Flood Zone AH.[39] This flood zone denotes areas that are in a Special Flood Hazard Area (SFHA) with a one percent chance of flooding being equaled or exceeded in any given year.[40] These areas require the preparation of a 100-year flood analysis. The Hydrological Study prepared by Duke Engineering included 100-year flood analysis. The study showed that the Project site's pre-development stormwater flow rate was approximately 1.7 cubic feet per second (cfs) with the post developed flow rate approximately 10.9 cfs. Additionally, the pre-development runoff volume totaled 10,794 cu-ft while the post-development volume would total 9,175 cu-ft with the application of the ADS.[41] The remainder of the runoff flows would be percolated back into the earth. The 100-year study showed that the design of the proposed stormwater systems on the Project site would be adequate in conveying and managing existing 100-year stormwater flows. Therefore, less than significant impacts are anticipated to occur.

[37] Ibid.

[38] Ibid, Page 4.

[39] Federal Emergency Management Agency (FEMA). 2023. *National Flood Hazard Layer FIRMette 118°10'42"W 34°43'19"N.* Retrieved from: https://msc.fema.gov/portal/home.

[40] Federal Emergency Management Agency (FEMA). 2020. *Flood Zones.* Retrieved from: https://www.fema.gov/about/glossary/flood-zones.

[41] Duke Engineering. *Hydrology Study*. *Page 5*. Duke Engineering: Lancaster, CA

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project does not propose uses which would store groundwater, or precipitated water on site, which would reduce groundwater availability in the area. Further, the Project would continue to convey stormwater to existing stormwater systems offsite while allowing for the percolation of approximately 1,619 cu-ft of 100-year flood runoff into the earth. See Impact X(b) above. A less than significant impact would occur.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) Physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Project proposes the construction of one travel center with an adjoining QSR, an appurtenant structure with two QSRs, and associated site improvements on an approximately 10.65-acre site at the southeast corner of Avenue H and 25th Street West, just west of SR-14 The Project does not propose any new streets or other physical barriers, which could physically divide an established community. Given its nature and scope, the Project would not physically divide an established community. Therefore, no impact would occur.

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?

No Impact. The Project would be required to comply with any applicable state, regional, and local land use plans, policies, and regulations. Projects should be consistent with applicable policies to promote the efficient, sustainable growth projected in the long-term planning documents. The Project would be consistent with the General Plan Land Use and Zoning Designations. The Project site has a land use designation and zoning designation of LI which permits the operation of travel centers and quick service centers. As such, the Project's proposed uses would be consistent with the allowed uses of the LI zone and land use designation and would not conflict with the City's General Plan or Zoning Code. No impact would occur.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) 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?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

MRZ-1: Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.

MRZ-2: Areas where geologic data indicate that significant PCC-Grade aggregate resources are present.

MRZ-3: Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

MRZ-4: Areas where geologic information does not rule out either the presence or absence of mineral resources.[42]

According to the California Department of Conservation (DOC) Mineral Lands Classification map, the Project site is classified as MRZ- 1, which identifies areas where available geologic information indicates that little likelihood exists for the presence of significant construction aggregate resources.[43] The Project site is zoned LI, which does not permit mineral extraction. Therefore, implementation of the Project would

[42] California Department of Conservation (DOC). Nd. *Guidelines For Classification and Designation of Mineral Lands Page 4*. Retrieved from: https://www.conservation.ca.gov/smgb/guidelines/documents/classdesig.pdf.

[43] California Department of Conservation (DOC). 2023c. *CGS Information Warehouse: Mineral Lands Classification*. Retrieved from: https://maps.conservation.ca.gov/cgs/minerals/?page=Mineral-Land-Classification.

not result in the loss of availability of a known mineral resource of mineral resource recovery site. No impact would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 Noise Impact Study was conducted by MD Acoustics, LLC (MD Acoustics) in April 2026 (Appendix G: Noise Impact Study), which evaluates the potential construction and operational noise and vibration levels associated with the Project and determines the level of impact the Project would have on the environment.

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?

Less Than Significant Impact. As part of the Noise Impact Study, a 15-minute noise measurement was conducted at the southeast corner of APN 3114-012-064 in accordance with Los Angeles County and California Department of Transportation technical noise specifications and with the American National Standards Institute specifications for sound level meters. The noise measurement was conducted at 11:03 AM and ended at 11:23 AM on March 19, 2025.

Transportation Noise Impacts

The main source of noise due to traffic near the Project site is due to traffic from Avenue H and SR 14. The Noise Impact Study estimated that the Project would generate more than the 3,574 daily trips that the Local Transportation Assessment in Appendix H determined would be generated by the Project; therefore the analysis contained herein is conservative (higher). It takes a change in noise level of 3 decibels (dB) for

the human ear to perceive a difference.[44] An additional 1,800 daily trips will increase the existing traffic noise on Avenue H by a maximum of 0.9 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) and increase the existing traffic noise on Highway 14 by a maximum of 0.4 dBA CNEL.[45] The change in noise level is not perceptible, and the impact is less than significant.

Stationary Noise Sources

The City places exterior noise limits for different land use types in the Lancaster General Plan. The exterior noise limit for residential uses is 65 dBA CNEL and for commercial/industrial uses is 70 dBA CNEL.[46] Stationary noise impacts would be considered significant if they result in Project levels exceeding 65 dBA CNEL at residential uses or 70 dBA CNEL at commercial/industrial uses. Implementation of the proposed Project will result in noise related to parking movements, gas pump operation, Heating, Ventilation, and Air Conditioning (HVAC) equipment, and idling cars. The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources. The model assumes that the noise sources are operating simultaneously and continuously (worst-case scenario) when the noise will, in reality, be intermittent and lower in noise level.

The projected Project-only noise level at the nearest sensitive receptor (residential uses to the southeast) will be 31 to 42 dBA CNEL.[47] The Noise Impact Study determined that the ambient noise levels at these sensitive receptors would be approximately 58 dBA, meaning that the sound levels produced by the Project and experienced by sensitive receptors would be less than ambient noise levels. As such, the Existing plus Project noise levels are not expected to increase the ambient noise level, and will be below the City's residential noise standard. Thus, the impact is less than significant.

Construction Noise and Vibration

The City Municipal Code Section 8.24.040 restricts construction and repair noise from occurring any time on Sundays or any day between the hours of 8 pm and 7 am. This includes any earth moving activities where activities would include the use of air compressors, jack hammers, power-driven drills, riveting machines, excavators, diesel-powered trucks, tractors or other earth-moving equipment, hard hammers on steel or iron or any other machine tool, devices or equipment which makes loud noises within 500 feet of an occupied dwelling, apartment, hotel, mobile home or other place of residence.

Construction is anticipated to occur during the permissible hours as described in the City's Municipal Code and summarized above. Construction noise is considered a short-term impact and would be considered significant if construction occurs outside the allowable times as described in the City's Municipal Code. The grading phase of on-site construction activities will generate the highest temporary noise levels. Typical

[44] Federal Highway Administration (FHA). 2017. *Highway Traffic Noise Analysis and Abatement Policy and Guidance*. Retrieved from: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

[45] MD Acoustics, LLC. 2026. *Noise Impact Study*. *Page 19*. MD Acoustics, LLC: Simi Valley, CA.

[46] City of Lancaster. 2025. *Safety Element. Page 5-23*. Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/43880/638931911205730000

[47] MD Acoustics, LLC. 2026. *Noise Impact Study*. *Page 20*. MD Acoustics, LLC: Simi Valley, CA.

operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Construction at the nearest sensitive receptors (residential uses to the southeast) will be up to 58 dBA maximum noise level (Lmax).[48] Construction noise is not anticipated to increase the ambient noise level at the nearest residential uses. The construction noise will occur during the allowable times. Thus, the impact is less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction vibration will be significant if vibration exceeds levels that would result in structural damage to existing buildings. At a distance of 550 feet, the nearest building to the Project construction, a vibrational roller would yield a worst-case 0.007 peak particle velocity (PPV) (in/sec), which is sustainably below any risk of damage (0.2 in/sec PPV is the threshold of older, historic structures).[49] Therefore, the impact is less than significant.

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?

Less Than Significant Impact. The Project site is located in Zone E of the General William J Fox Airfield Land Use Plan.[50] Zone E of the airport land use plan denotes areas which have no residential or development limits. Zone E requires airspace review for objects over 100 feet tall, and discourages major spectator-oriented sports stadiums, amphitheaters, and concert halls beneath principal flight tracks.[51] The Project proposes the development of QSRs, a convenience store, and fueling stations. Therefore, impacts would be less than significant.

[48] Ibid. Page 25

[49] Ibid Page 24

[50] Los Angeles County Airport Land Use Commission (LA ALUC). 2004. *General William J. Fox Airfield Land Use Compatibility Plan. Figure 2A*. Retrieved from: https://planning.lacounty.gov/wp-content/uploads/2022/10/General-William-J.-Fox-Airfield-Land-Use-Compatibility-Plan.pdf.

[51] Ibid. Page 2-4

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) 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)?

Less Than Significant Impact. The Project would not introduce new population or housing to the Project site. Development would include one travel center with an adjoining QSR, two additional QSRs, semi-trailer parking, and associated site improvements on an approximately 10.65-acre project site. The Project is proposed to be developed on vacant disturbed land currently used for overflow parking. The Project would be served by existing infrastructure services (water, natural gas, and electrical) and would not necessitate the expansion of these services in a manner that would invite additional residents or workers.

The Project would not induce direct population growth in the Project area due to the lack of residential uses proposed for the Project site. Indirect population growth for this Project would come from temporary construction employment and employment at the retail and QSR uses.

Construction

Construction of the Project would generate temporary employment opportunities, including short-term design, engineering, and construction jobs. Construction related jobs would not result in a significant population increase because those jobs are temporary in nature and are expected to be filled by persons within the local area. This expectation is based, among other things, on the County's 4.3 percent unemployment rate, or estimated 5,649 unemployed population.[52] Furthermore, the small percentage of skilled and managerial construction-related positions could either be filled by the local workforce or by persons from the larger region. Therefore, Project construction would not directly or indirectly induce substantial, unplanned population growth in the City resulting in a less than significant impact.

[52] United States Census Bureau. 2022. *2025 American Community Survey 5-Year Estimates Data Profiles. Selected Employment Characteristics*. Retrieved from: https://data.census.gov/table?t=Employment&g=160XX00US0640130.

Operation

Future operation of the Project would include employment of new workers. This would directly impact the area by creating new job opportunities. A majority of the Project would involve the operation of a rest stop and fueling station and retail and restaurant uses. This labor force, similarly to the construction employment discussed above, could be accommodated by the City's estimated unemployed population of 5,649 persons.[53] Therefore, impacts are anticipated to be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site consists of approximately 10.65-acres of vacant, previously disturbed land. The Project site does not feature existing housing. Additionally, the Project site is zoned LI, which does not permit residential uses. No impact would occur.

[53] Ibid.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) 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:				
i) Fire Protection?			X	
ii) Police Protection?			X	
iii) Schools?			X	
iv) Parks?				X
v) Other Public Facilities?				X

a) 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:

i) Fire Protection?

Less Than Significant Impact. The Project would include the development of commercial uses on a currently vacant site. As such, Project implementation would result in an increase in fire protection service calls. The County of Los Angeles Fire Department (LAFD) provides fire protection services to the area. The nearest fire station to the Project site is LAFD Station 130 (44558 N 40th St W, Lancaster, CA 93536) located approximately 2.3 miles to the southwest.

As discussed in Section XIV: Population and Housing, the Project would introduce additional uses to a previously vacant portion of the City but would not induce substantial unplanned population growth within the City. As such, the existing fire protection services are anticipated to adequately serve the Project. The Project contains fuel-based uses via a passenger gas station and diesel truck fueling station. While

flammable materials would be used on site, proper maintenance and handling in compliance with applicable state and federal regulations would reduce fire hazard risk. Additionally, the Project would be required to comply with applicable building and fire codes and pay development impact fees to fund required improvements to existing fire protection facilities to maintain acceptable service ratios/response times. Therefore, the Project would not result in adverse physical impacts associated with such facilities. Given the Project's nature and scope, a less than significant impact would occur concerning fire protection facilities.

ii) Police Protection?

Less Than Significant Impact. The Project would include the development of commercial uses on a currently vacant site. As such, Project implementation would result in an increase in police protection service calls to the Project site. The City of Lancaster Police Department (LPD) and the County of Los Angeles Sheriff's Department (LA Sheriff) provide police protection and law enforcement services to the City using a hybrid policing model. The LPD and LA Sheriff provide emergency police response, non-emergency police response, routine police patrol, traffic violation enforcement, and traffic accident investigation to the City. The LPD station is located approximately 2.4 miles southeast of the Project site (44811 Sierra Highway, Lancaster, CA 93534). The Sheriff's station is located approximately 2.4 miles southeast of the Project site (501 Lancaster Blvd, Lancaster, CA 93534).

As discussed in Section XIV: Population and Housing, the Project would not induce substantial unplanned population growth. Increased visitors to the site would be consistent with nearby uses and current uses of the Project site as an overflow parking lot. As such, the LA Sheriff is anticipated to adequately serve the Project. The Project would not require the need for new/physically altered police protection facilities to maintain acceptable service ratios/response times. Further, the Project would be required to pay development impact fees, which would fund any required alterations to existing or new police protection facilities. Impacts would be less than significant.

iii) Schools?

Less Than Significant Impact. The Project does not propose any residential uses that would directly generate new permanent residents. Additionally, the Project's employment growth would be incremental since the Project would only benefit existing developments in the surrounding area and does not propose new development that would result in the permanent relocation of people to the area. However, pursuant to Education Code Section 17620, the Project would be required to pay Developer Fees to the local school districts. Currently, the maximum fee set by the California State Allocation Board for commercial developments is $0.87 per square foot. Payment of these fees would ensure that any impact on schools by the Project would be less than significant.

iv) Parks?

No Impact. Refer to Section XVI: Recreation below. The Project does not propose residential uses or significant employment growth that would necessitate the need for additional parks. No impact would occur.

v) Other Public Facilities?

No Impact. Other public facilities in the area, such as government facilities like libraries, would not be adversely impacted because the Project does not induce population growth, or propose additional residential uses. Therefore, Project-related impacts to other public facilities would not occur.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) 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?

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?

No Impact. The Project would include the development of commercial uses on a currently vacant site. The Project site has a zoning designation of LI which does not allow for park or residential uses. The Project site does not feature existing recreational facilities. As discussed in Section XIV, *Population and Housing*, the Project would not significantly induce population growth either directly or indirectly. Future employees are anticipated to commute to the Project site from the City and surrounding areas. As such, the Project would not increase the use of existing recreational facilities therefore necessitating the construction or expansion of recreational facilities. No impact would occur.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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	

The basis for the following information and analysis for Transportation is the Local Transportation Assessment prepared for the Project by Kimley-Horn. The Local Transportation Assessment is included as Appendix H: Local Transportation Assessment and summarized below. To provide a more conservative analysis, the Local Transportation Assessment analyzes Building 1 as 9,900 sf of retail/travel center uses and 2,000 sf of QSR uses.

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The Project would be required to comply with any applicable traffic and circulation regulation set forth by the City. The Project site will be utilizing existing roads: West Avenue H, 25th Street West, and Avenue H2. The Project does not propose modifications to any of the listed roadways. Transit service within the Project area is provided by Antelope Valley Transit Authority (AVTA), which serves the cities of Antelope Valley, Lancaster and Palmdale and other surrounding communities. The nearest bus stop in the Project vicinity is located at the Project frontage along eastbound Avenue H and is easily accessible both to and from the Project site via sidewalks.[54] According to Specific Action 14.1.1(b) of the Lancaster General Plan Circulation Element, and pursuant to Senate Bill 743, Level of Service (LOS) is not to be used for discussing CEQA-related transportation impacts that a Project could cause. As such, for the aforementioned items, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

[54] Kimley-Horn and Associates. 2026. *Local Transportation Assessment. Page 7*. Kimley-Horn and Associates: Riverside, CA

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3(b) provides criteria for potentially significant transportation impacts. For land use projects, vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. According to CEQA Guidelines Section 15064.3(b), a lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT. Accordingly, the Traffic Analysis prepared for the Project has been conducted in accordance with the City of Lancaster Local Transportation Assessment Guidelines (January 2021) which provide details on appropriate screening thresholds that can be used to identify when a proposed project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following six criteria:

1. Project Size
2. Locally Serving Retail
3. Project located in a Low VMT Area
4. Transit Proximity
5. Affordable Housing
6. Transportation facilities

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation and a full VMT Analysis will not be required. After reviewing the Project against the City's criteria, the Project is presumed to result in a less-than-significant VMT impact on the basis of local serving retail screening category due to the convenience store and QSRs.[55] Therefore, no further VMT analysis is required and impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The design features of the Project do not incorporate any hazardous or incompatible features. The Project's access points would not include sharp turns, but rather be designed to allow safe egress and ingress to the Project site. The drive aisles/fire lanes within the Project site have been designed to be both efficient and safe for vehicular traffic pursuant to City standards. Additionally, all site plans and the Project design have been reviewed by City staff for safety and no conflicts are known to exist. Due to compliance with City standards and because the Project does not propose incompatible uses, no impact would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact. SR-14 provides regional access to the Project site. Primary access would come from driveways along Avenue H and 25th Street West. Access to the Project will occur primarily from five Project driveways. Emergency services can currently access the site via the five driveways. The

[55] Ibid. Page 51

connected roadways adjacent to the Project site allow for bidirectional vehicular access with ingress and egress available at all Project driveways. Therefore, impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) 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

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.

No Impact. AB 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends § 5097.94 and adds §§ 21073, 21074, 2108.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Notification letters were mailed to three tribes on April 13, 2025. The Tribes consulted were the Fernandeño Tataviam Band of Mission Indians (FTBMI), Gabrieleño Band of Mission Indians – Kizh Nation (GBMI), and the Yuhaaviatam of San Manuel Nation (YSMN) To date, responses has been received from YSMN and from the FTBMI. While no specific tribal cultural resources were identified, specific mitigation measures have been included in Section V of this IS/MND. As no tribal cultural resources have been identified, no impact would occur.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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	

The basis for the following information and analysis for Utilities and Service Systems is, in part, the Sewer Study prepared for the Project by Duke Engineering. The Sewer Study is included as Appendix I: Sewer Study and summarized below. Additionally, as part of the process to receive water services from the Los Angeles County Waterworks Department (LACWD), water demand calculations should be provided by the Project Applicant to LACWD. These calculations are provided in Appendix J: Water Demand Calculations. The Los Angeles County Sanitation Districts' comment letter on the Project is provided as Appendix K: LACSD Comment Letter for SPR25-007.

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?

Less Than Significant Impact. The Project would include the placement of new water, wastewater, stormwater, energy, and telecommunications facilities within the Project site and form connections to existing facilities within the public Right-of-Way (ROW). These improvements would include conveyance facilities for water, wastewater, and stormwater, as well as wiring and line connections for electricity, natural gas, and telecommunications. The majority of these improvements would occur within the Project site. ROW improvements would amount to service connections and would have minimal effect on exterior infrastructure. Each utility would be buried at varying depths, based on City standard. Effects stemming from utility improvements have been accounted for in impact discussion throughout Sections I through XXI of this document. While the Project does propose new utility infrastructure within the public ROW in the form of service connections and the ADS, the Project does not propose the expansion of existing utility infrastructure beyond the Project site or the public ROW. Therefore, impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The Project would receive domestic water service from LACWD No. 40 after the Project site is annexed into LACWD No. 40 service area via a Los Angeles LAFCO annexation process. Water supplies for LACWD come from imported water purchased from Antelope Valley East Kern Water District (AVEK) and local groundwater from the Antelope Valley Groundwater Basin (AVGB). Recycled water is provided to the City via the Los Angeles County Sanitation District. Recycled water within LACWD No. 40 is used for landscape irrigation at institutional locations, refilling lakes at Apollo Park, and commercial uses throughout the City.[56] Table 10: LACWD Water Supplies Current and Projected includes a summary of water supplies for the LACWD service area in acre-feet per year (AFY).

Table 10: LACWD Water Supplies Current and Projected (AFY)

Source	2020	2025	2030	2035	2040	2045
Purchased	31,552	59,033	57,533	55,933	54,422	54,433
Groundwater	14,266	23,298	23,298	23,298	23,298	23,298
Recycled	361	764	902	1,102	1,302	1,302
Total	**46,179**	**83,095**	**80,831**	**80,333**	**79,033**	**79,033**

Source: Los Angeles County Public Works (LACPW). 2021. 2020 Urban Water Management Plan for Los Angeles County Waterworks District No. 40 Antelope Valley. Tables 6-8 and 6-9. Pages 6-13 and 6-14. Retrieved from: https://dpw.lacounty.gov/wwd/web/Documents/D40_AV2020_UWMP%20FINAL.pdf Accessed May 6, 2026)

[56] Los Angeles County Public Works (LACPW). 2021. *2020 Urban Water Management Plan for Los Angeles County Waterworks District No. 40 Antelope Valley; Attachment B: Water Shortage Contingency Plan; Page 27 (pdf page 217)*. Retrieved from: https://dpw.lacounty.gov/wwd/web/Documents/D40_AV2020_UWMP%20FINAL.pdf.

The majority of LACWD water supply comes from purchased water from AVEK with groundwater making up 28 to 31 percent of the available water supply. As shown in Table 10: LACWD Water Supplies Current and Projected (AFY) above, purchased water will fluctuate between 2020 and 2035, equalizing by 2040. Groundwater is projected to remain consistent through 2045. According to the LACWD Urban Water Management Plan (UWMP), the projections shown in Table 10: LACWD Water Supplies Current and Projected (AFY) are consistent across all water year types (normal, dry, and multiple dry years).[57]

The Project would include several potable water using uses and would require water for landscaping. Per Appendix J, the Project is estimated to require approximately 2,267,790 gallons per year, or 6.9 AFY. T. Therefore, Project's annual water use would comprise 0.01 percent to 0.02 percent of LACWD's estimated and projected water supply from 2020 to 2045. This would be a negligible increase in water uses for LACWD and would lead to a less than significant effect.

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?

Less Than Significant Impact. Lancaster Water Reclamation Plant (Lancaster WRP) currently provides primary, secondary, and tertiary treatment for the City and has a design capacity of 18 mgd.[58] Los Angeles County Sanitation District (LACSD) provided preliminary comments to the Applicant that the Project's projected wastewater generation would be approximately 10,375 gpd. Utilizing LACSD's assumptions, the Project would constitute approximately 0.05 percent of the existing Lancaster WRP capacity, a de minimis contribution. As such, the existing infrastructure would be adequate to serve the Project and a less than significant impact would occur.

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?

Less Than Significant Impact. Solid waste service for the City is deposited in Lancaster Landfill and Recycling Center (Lancaster Landfill). The Lancaster Landfill is a Tier III facility that provides waste disposal and recycling services, and accepts agricultural, non-friable asbestos, construction/demolition, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and tire wastes.[59] As of 2022, the remaining capacity at Landcaster Landfill was 13,017,160 cubic yards (cy) with a maximum capacity of 27,700,000 cy. Maximum permitted throughput at Landcaster Landfill is 5,100 tons per day.[60]

The Project is anticipated to generate solid waste during the temporary, short-term construction phases, as well as the operational phase, but it is not anticipated to result in inadequate landfill capacity. According

[57] Ibid. Page 6-14.

[58] Los Angeles County Sanitation Districts. 2026. *Lancaster Water Reclamation Plant.* Retrieved from: https://www.lacsd.org/services/wastewater-sewage/facilities/lancaster-water-reclamation-plant

[59] City of Lancaster. 2009. *Master Environmental Assessment. Page 10.4-2*. Retrieved from: https://www.cityoflancasterca.org/home/showpublisheddocument/11352/635775792210230000

[60] CalRecycle. 2021. *SWIS Facility/Site Activity Details.* Retrieved from: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3571?siteID=1035.

to CalRecycles's Estimated Solid Waste Generation Rates, restaurant uses are estimated to produce 1 pounds of waste per square foot per day and supermarket uses are estimated to produce 3.12 pounds of waste per 100 square feet per day.[61] Based on a total restaurant square footage of 8,800 square feet and supermarket square footage of 9,240 square feet[62], The Project would generate approximately 9,088pounds of waste a day, or approximately 4.5 tons of waste a day. This would constitute 0.09 percent of the existing daily throughput for Lancaster Landfill. Due to the insubstantial increase in waste conveyance generated by the Project, a less than significant impact would occur.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The Project would comply with all applicable federal, state, and local requirements related to solid waste. The proposed Project would be subject to the building permit process, which requires a construction waste management plan for demolition of existing structures, and compliance with the LMC Section 13.17.030 - Source separation requirements which requires proper separation of recyclable and/or organic materials from general waste for waste generators subject to AB 341 and AB 1826. Therefore, there would be less than significant impacts associated with noncompliance of federal, state, and local management and reduction statutes and regulations related to solid waste.

[61] CalRecycle. 2006. *Estimated Solid Waste Generation Rates*. Retrieved from: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates.

[62] The Supermarket source type was used instead of commercial or service station uses. Supermarkets were estimated to generate more waste on average than other options and would provide a more conservative analysis while being closest in use to what is proposed by the Project.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) Substantially impact an adopted emergency response plan or emergency evacuation plan?

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?

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?

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?

Less Than Significant Impact. The Project site is located outside of a State Responsibility Area (SRA) and is not near a Very High Fire Hazard Severity Zone (VHFHSZ) in an SRA. The nearest SRA VHFHSZ is

approximately 8.6 miles west of the Project site.[63] The Project site is located within a Local Responsibility Area (LRA) and is not mapped within a VHFHSZ. However, approximately 250 feet west of the Project site and approximately 650 feet south of the Project site are designated as Moderate FHSZ within the LRA. While these zones are near the Project site, the site itself is not. The Project would improve 25th Street West and Avenue H-2 with half-width street improvements which would serve as fire breaks. Additionally, the Project site is relatively flat and would not be at risk for landslide or other post fire instabilities. As noted above in Section IX, the Project would not interfere with an adopted emergency response or evacuation plan. The Project would be required to participate in City of Lancaster Development Impact Fees which would require the payment of fees to essential services, such as fire response, to ensure that adequate coverage is available for the Project. Due to these factors, less than significant impacts would occur.

[63] CalFire. 2026. *Find your Fire Hazard Severity Zone (FHSZ).* Retrieved from: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Does the project:				
a) 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) 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) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) 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?

Less Than Significant Impact with Mitigation Incorporated. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS/MND in their respective sections. Where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels.

b) 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)?

Less Than Significant Impact with Mitigation Incorporated. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. Table 11: Related Projects List summarizes cumulative projects within two miles of the Project site.

Table 11: Related Projects List

Project No.	Location	Land Use	Quantity	Unit	Status
Multi-Agency Regional Resilience Center	2551 Ave H	Recreational Community Center	165	KSF	Under Construction
SPR 22-006	3114-012-020	Manufacturing Warehouse Small Office	3.75 15 2	KSF	Approved, in plan check
SPR 17-003	3269-011-015, 007	Manufacturing	630.00	KSF	Approved, In plan check
TTM 83740 (23-010)	3114-012-069	Single-Family Detached Housing	49	DU	Approved
SPR 23-002	3107-026-077, 079	High Cube Fulfillment Center Warehouse	395.39	KSF	Approved
SPR 23-03/SPR 24-012	3105-001-042	High Cube Fulfillment Center Warehouse	215.00	KSF	Approved
SPR 23-004	3105-001-011, -012, -013, -014	High Cube Fulfillment Center Warehouse	647.756	KSF	Built, unoccupied
SPR23-012/SPR 25-03	3114-010-002, 003, 011	Manufacturing	400	KSF	Under Construction
SPR21-15/SPR 25-02	3114-011-033	High Cube Fulfillment Center Warehouse	1,224.96	KSF	In plan check
SPR 24-010	3114-010-041, -054	High Cube Fulfillment Center Warehouse	510.00	KSF	Approved
SPR 25-001	3137-010-019, -033	Warehouse	17.099	KSF	Under review
SPR 24-008/MUP 24-001	3118-006-068	Convenience Store / Gas Station (Truck and Automobile Fueling)	3 (Trucks) 16 (Autos)	Fueling Positions	Under review
SPR 23-009	Westside of Sierra Hwy between Ave H-4 & Ave H-8	Affordable Housing	196	DU	Under Construction
SPR 24-004	Westside of Sierra Hwy between Ave H & Ave H-4	Senior Adult Housing - Multifamiliy	303	DU	Approved, in plan check

Project No.	Location	Land Use	Quantity	Unit	Status
Antelope Valley Logistics Center West (PRJ2022-002897)	SEC Ave F & 20th Street West	High Cube Fullfillment Center Warehouse	2,015.07	KSF	Approved
PRJ2022-01452	SWC Ave D & 20th St W	Travel Center	23	Fueling Positions	In Plan Check
TTM 83658 (23-005)	3107-012-096, 097, 108, 109, 110, 098, 111, 122	Single-Family Detached Housing	155	DU	Under Review
SPR 24-007	3105-018-019, 020, 038, 039, 098, 099	Multifamily Housing (Low Rise)	688	KSF	Under Review
SPR 25-008	3153-014-028, 029	Multifamily Housing (Low Rise)	280	DU	Under Review
TTM 83497	3105-018-014, 044, 045, 046	Single-Family Detached Housing	163	DU	Approved, grading plan check
TTM 70180/CUP 15-18	3153-007-004, 005, 006, 024	Single-Family Detached Housing	109	DU	Approved, grading plan check
TTM 70181/CUP 15-15	3153-007-011, 012, 014, 018, 019, 020, 022; 3153-008-009	Single-Family Detached Housing	141	DU	Approved, grading plan check
TTM 70182/CUP 15-16	3153-008-006, 007, 010, 011, 012, 013, 017	Single-Family Detached Housing	139	DU	Approved
TTM 70892/CUP 15-17	3153-009-007, 009	Single-Family Detached Housing	154	DU	Approved

Source: Kimley-Horn and Associates. 2026. Local Transportation Assessment. Page 23. Kimley-Horn and Associates: Riverside, CA

The Project would not contribute to cumulative development impacts within the region. Potentially significant impacts of the Project relate to air quality, biological resources, cultural resources, geology and soils, and transportation. Development of the Project would follow applicable mitigation measures in each topical area addressed in this IS/MND. In consideration of existing requirements and mitigation measures, no significant impacts are anticipated with respect to Project construction. Therefore, in consideration of existing requirements, potential impacts associated with the development of the Project would be less than significant with mitigation incorporated. Potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community, or its inhabitants.

c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant Impact with Mitigation Incorporated. All potential impacts have been evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any

adverse effects upon the region, the local community, or its inhabitants. At a minimum, the Project would be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval would further ensure that no potential for adverse impacts would be introduced by construction activities, initial or future land uses authorized by the project approval. With required implementation of mitigation measures identified in this IS/MND, construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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