



COMMUNITY
DEVELOPMENT

City of Lancaster
Initial Study

-
- 1. Project Title and File Number:** Director's Review No. 25-049
Antelope Valley Paratransit Operations and
Maintenance Facility Project
 - 2. Lead agency name and address:** City of Lancaster
Community Development Department
44933 Fern Avenue
Lancaster, California 93534
 - 3. Contact person and phone number:** Jocelyn Swain, Senior Planner
City of Lancaster
Community Development Department
(661) 723-6100
 - 4. Location:** ± 6.81 acres at the southwest corner of Morton
Way and Avenue K-15 (Assessor Parcel Numbers:
3126-009-974, 3126-009-975, 3126-009-976)
(see Figure 1)
 - 5. Applicant name and address:** ACCESS Services
F Scott Jewell
P.O. Box 5728
El Monte, CA 91734
 - 6. General Plan designation:** Light Industrial (LI)
 - 7. Zoning:** SP (Specific Plan) No. 90-01
(Lancaster Business Park Phase III)
 - 8. Description of project:**

ACCESS Services (ACCESS) is proposing to construct the Antelope Valley Paratransit Operations and Maintenance Facility Project (project) on an undeveloped site owned by the City of Lancaster. The project would be constructed in two phases and includes the following major project components:

- administration building;
- vehicle maintenance building;
- designated staff and fleet vehicle parking areas;

- fuel island;
- wash bay;
- backup generator; and
- photovoltaic (PV) shade structures covering the fleet parking area.

Project Location

The project site is located in the Antelope Valley portion of Los Angeles County, California and within the City of Lancaster (Figure 1). The project site is a contiguous 6.81-acre flat and undeveloped site generally bounded by Avenue K-15 to the north, Morton Way to the east, Avenue L to the south, and the Union Pacific Railroad (UPRR) right-of-way (ROW) where the Southern California Regional Rail Authority (SCRRA) operates Metrolink service on the Antelope Valley Line (AVL), and Sierra Highway to the west (Figure 2).

The Assessor Parcel Numbers (APN) assigned to the project site include the following:

- APN: 3126-009-974
- APN: 3126-009-975
- APN: 3126-009-976

The project site is zoned as Specific Plan (Figure 3) and within the boundaries of the City of Lancaster's Lancaster Business Park Phase III Specific Plan (SP No. 90-01, Figure 4) which aims to develop the specific plan area as a high-quality business center, an important element of the long-range economic development strategy for the City of Lancaster (City of Lancaster 1991).

Project Background

ACCESS is the service name of the Americans with Disabilities Act (ADA) Complementary Paratransit service for functionally disabled individuals in Los Angeles County. ACCESS transportation service is available for any ADA paratransit eligible individual to any location within 0.75-mile of any fixed bus route operated by the Los Angeles County public fixed route bus operators and within 0.75-mile around METRO Rail stations during the hours that the systems are operational (ACCESS 2024).

ACCESS currently operates a paratransit facility, located at 42210 6th Street West in the City of Lancaster, approximately 0.91-mile away from the project site. Upon implementation of the project, operations at the existing facility would be relocated to the project site.

Existing Land Uses

The project site is vacant/undeveloped land. Existing land uses surrounding the project site include vacant/undeveloped land and Morton Manufacturing to the north, vacant/undeveloped land to the east, Avenue L with a window treatment business, event rental company, and a storage yard to the south of Avenue L, and railroad ROW, Sierra Highway, and a pest control company to the west.

Proposed Project

ACCESS is proposing to implement the following improvements as part of the project, to be constructed in Phases 1 and 2 (Figure 5). An architectural site plan for the project is provided as Figure 6.

Administration and Vehicle Maintenance Building

The project includes one single-story building (approximately 26,565 square feet [sf] at full build-out), ranging in height from 17 feet to 26 feet and four inches that would be used as a mixed occupancy facility for administration and vehicle maintenance purposes. The estimated maximum depth of disturbance for the foundations and utilities associated with the proposed administration and vehicle maintenance facilities would be 3 feet below ground surface (bgs) for the foundations, and 10 feet bgs for utilities (storm drains 10 feet bgs, water/fire 6 feet bgs, sewers 8 feet bgs). The proposed administration and vehicle maintenance facilities are described below.

Administration Facility

A 9,810 sf administration facility would be constructed as part of Phase 1 and would not be expanded for Phase 2. The facility would support operations and would include offices, workstations, a call center, break room, restrooms, etc. As shown in Figure 5, the administration portion of the building would be generally centered within the project site, just south of Avenue K-15.

Vehicle Maintenance Facility

A 10,510 sf vehicle maintenance facility would be constructed as part of Phase 1 and would be expanded by 6,245 sf as part of Phase 2, for a total of 16,755 sf at full buildout. The facility would include, but not limited to, a repair bay, inspection bay, office/workstations, tire shop and storage, portable equipment storage, battery room, and a lube/compressor room. As shown in Figure 5, the vehicle maintenance facility would be located at the southern portion of the building.

Parking Areas

The project would include separate parking areas designated for fleet and staff. As shown in Figure 5, fleet parking would be located on the western portion of the project site while the staff and visitor parking would be located on the eastern portion of the project site, east of the proposed administration and vehicle maintenance building. Non-revenue parking spaces (spaces for standard vehicles used by agency supervisors, relief drivers, and other services) would be located just west of the proposed administration facility. The number of parking spaces

proposed for each phase of the project varies as described below.

- Staff and Visitor Parking – 165 spaces (Phase 1), to be expanded by 67 additional spaces for a total of 232 spaces (Phase 2)
- Fleet Parking – 88 spaces (60 cutaway, 28 van) (Phase 1), to be reconfigured as part of Phase 2 to remove cutaway spaces for a total of 153 total spaces (0 cutaway, 153 van) (Phase 2)
- Non-revenue Parking – 10 spaces (Phase 1), not to be expanded in Phase 2

Parking stalls for fleet vehicles would be 31 feet long to accommodate a 3-foot driver inspection area and 12 feet wide. Parking stalls for staff and visitors would be 18 feet long and 9 feet wide. Temporary delivery parking would be located directly south of the proposed maintenance building.

Fuel Island

One unleaded gasoline fuel island with one fuel dispenser and a 12,000-gallon aboveground storage tank (AST) to facilitate on-site fleet fueling is proposed as part of Phase 1. The estimated maximum depth of disturbance for the foundations and utilities associated with the fuel island would be 10 feet bgs. One dispenser would accommodate 83 fleet vehicles. Fuel would be delivered to the project site once every two weeks.

Wash Bay

One prefabricated, fully enclosed 2,498 sf drive-through wash bay is proposed adjacent to the fleet parking area as part of Phase 1 to provide an on-site area to clean fleet vehicles. The estimated maximum depth of disturbance for the foundations and utilities associated with the wash bay would be 8 feet bgs. Washing would be conducted manually, and associated infrastructure would consist of supporting equipment, storage tanks, pumps, filters, water softeners, a reclaimed water system, etc.

Detention Basins

Two detention basins at the northwest and southeast corners of the project site are proposed as part of Phase 1. Both detention basins would be converted to underground systems during Phase 2 to accommodate planned Phase 2 project components. The estimated maximum depth of disturbance for the detention basins would be 10 feet bgs for the northwest basin and 6 feet bgs for the southeast basin.

PV Shade Structures

Column-supported shade structures with photovoltaic (PV) arrays covering all fleet parking are planned for Phase 2 of the project; however, they may be constructed during Phase 1, based on funding availability. The estimated maximum depth of disturbance for the foundations and utilities associated with the PV shade structures would be 15 feet bgs. PV array shading is anticipated to provide 75 percent or more of the building energy consumption.

Backup Generator

One 500 kilovolt-amps diesel generator with underground conduits and automatic transfer switches is proposed as part of Phase 1 of the project. The estimated maximum depth of disturbance for the foundations and utilities associated with the backup generator would be 3 feet 6 inches bgs. The backup generator will require permits from the Antelope Valley Air Quality Management District (AVAQMD).

Lighting

Internal and external light-emitting diode lighting is proposed for the project. The estimated maximum depth of disturbance ranges for the foundations and utilities associated with the internal and external lighting would be 6 feet bgs. All lighting will be shielded and focused downward in accordance with City requirements.

Fencing

An 8-foot steel wire mesh fence would be constructed around the perimeter of the project site with security gates at each of the proposed entrance/exit points. The estimated maximum depth of disturbance for the foundations and utilities associated with the perimeter fencing would be 3 feet bgs.

Construction

Access and Staging

Construction vehicle access to the project site would be located at two existing driveways on Avenue K-15, one located at the end of the cul-de-sac and another between the end of the cul-de-sac and Morton Way. Construction staging would be located within the project site, out of public right-of-way.

Schedule and Equipment

Construction of Phase 1 of the project is expected to occur over 16 months, from October 2026 through May 2028. Phase 2 construction is based on funding availability but is planned to be operational by 2036. Construction is anticipated to occur 5 days a week, 8 hours a day. No weekend or nighttime construction would be required for the project. Construction activities for both phases of construction are further described below.

- Phase 1 – Construction activities for Phase 1 would include grading, foundation and building construction, and paving. During Phase 1, stormwater detention basins are proposed in the two areas where future Phase 2 improvements would be located.
- Phase 2 – Construction activities for Phase 2 would include expansion of the vehicle maintenance building and paving in the areas used as detention basins during Phase 1 and conversion of the detention basins to underground systems. The same entrances from Phase 1 would remain and the emergency exit for staff and visitor vehicles, located on Morton Way, would be moved to the south.

Equipment used during construction would include diesel-powered excavators, backhoes, concrete mixers, dump trucks, and a small crane. The same equipment is anticipated to be used for both Phase 1 and Phase 2. Construction equipment would be fitted with modern sound-reduction equipment to reduce noise levels.

An estimated 46 construction workers and two vendor trips per day would be required during construction. Soil would be balanced on site to the maximum extent feasible. A minimal amount of export, if any, may be required to remove excavated topsoil from the project site. The project would require importation of approximately 7,718 cubic yards of asphalt.

Operations and Maintenance

As discussed above, ACCESS currently operates a paratransit facility approximately 0.91-mile away from the project site. Upon implementation of the project, operations at the existing facility would be relocated to the project site.

The lifecycle of the proposed facility is 50 years. Once operational, fleet vehicles would enter the project site from a gated entrance at the cul-de-sac on Avenue K-15 and would exit the project site from a gated exit onto Morton Way. Staff and visitor vehicles would enter and exit from a separate entrance along Avenue K-15. The fleet vehicle exit onto Morton Way would also be used as an emergency exit for staff and visitor parking. Temporary delivery parking would be located at the south end of the vehicle maintenance facility.

Routine maintenance for fleet vehicles would occur at the project site. The following shop and service equipment may be used during operations:

- Vehicle Lifts
- Cranes and Hoists
- Vacuum Systems
- Vehicle Exhaust Systems
- Vehicle Wash Systems
- Compressed Air and Lubrication Distribution Equipment
- Support Shop Equipment
- Storage Equipment
- Fall Protection Equipment

The fall protection systems proposed for the project would be used during all instances of routine maintenance on the roof of the vehicle and operation of the facility. Portable fall protection systems and overhead fall arrest systems may also be implemented.

Daily Trip Generation

Implementation of the project would result in 509 daily trips with Phase 1 (310 employee trips and 199 service vehicle trips). An additional 466 daily trips are anticipated for Phase 2, for a total of 975 daily trips (594 employee trips and 381 service vehicle trips). These total daily trips would replace the 309 daily trips currently generated by the existing facility. An estimated maximum of 1,563 daily service vehicle trips (952 employee trips and 611 service vehicle trips) are anticipated for the facility at full buildout (2041).

Landscaping

Landscaping for the project would consist of trees, shrubs and ground cover, as well as hardscape and site furnishing features. Approximately 19,525 sf of the project site is proposed to be landscaped for Phase 1, with an additional 1,945 sf in Phase 2, for a total of 21,470 sf landscaped area. Figure 7 depicts the planting plan and Figure 8 depicts the types of trees and shrubs selected for the project.

Utilities

The project site is an existing vacant/undeveloped site; therefore, existing utilities would be extended and/or connected to service the project. No utility relocations are anticipated for the project.

Applicable Codes and Standards

Design of the project would comply with the following codes and standards:

- Building Code – 2026 California Building Standards Code (Cal. Code Regs., Title 24)
- ADA Accessibility Guidelines
- National Fire Protection Association (NFPA) National Fire Codes (as applicable)
 - NFPA 30 – Flammable and Combustible Liquids Code
 - NFPA 30A – Motor Fuel Dispensing Facilities and Repair Garages Code
- American Society of Mechanical Engineers (ASME)
 - ASME B31.3 – Process Piping Code
- Crime Prevention Through Environmental Design
- Lancaster Business Park Phase III Specific Plan
- City of Lancaster Municipal Code
- City of Lancaster Design Guidelines

Figure 1. Regional Project Location



Source: HDR 2026

Figure 2. Project Site



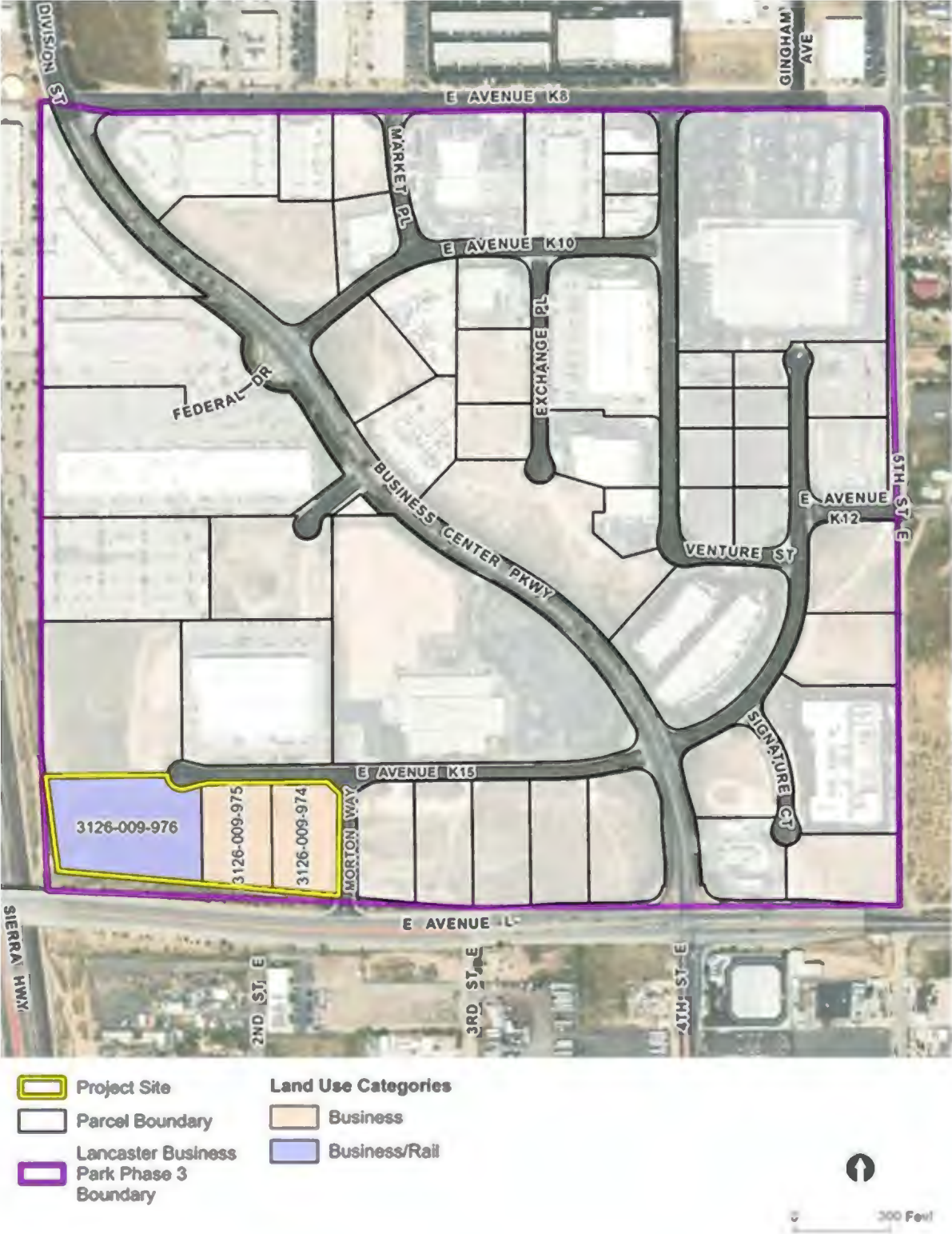
Source: HDR 2026

Figure 3. General Plan Land Use Designations



Source: HDR 2026

Figure 4. Lancaster Business Park Phase III Specific Plan Land Use Categories

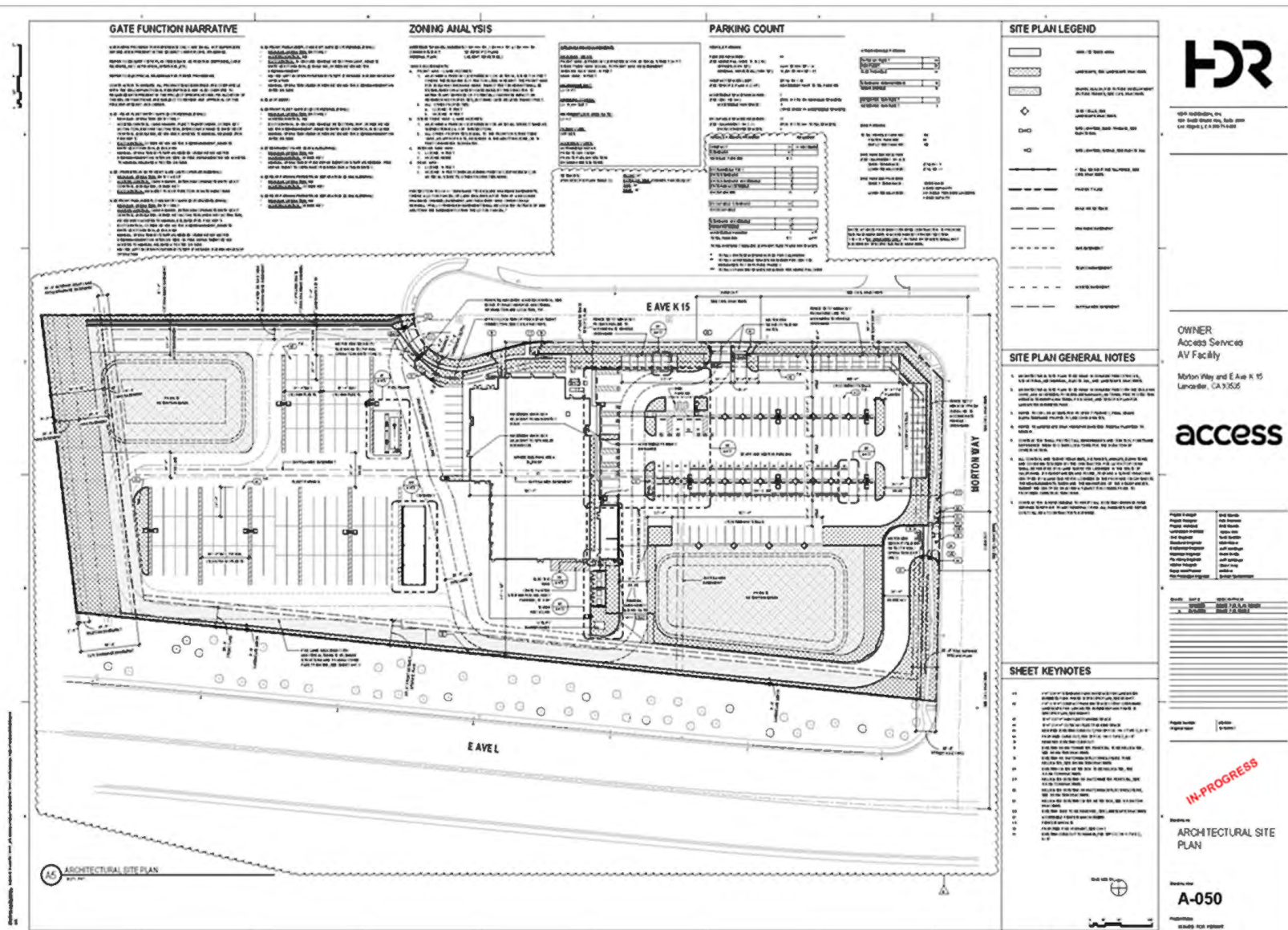


Source: HDR 2026

Source: HDR 2026



Figure 6. Architectural Site Plan



Source: HDR 2026

Site plan for the proposed 100-unit apartment building at 1000 S. 10th St. The plan shows a central building footprint with a parking lot to the north and east. Landscaping includes various trees (Eucalyptus, Potted Atlantic, etc.), shrubs, and screening walls. A north arrow and scale bar are provided.

Source: HDR 2026

Figure 8. Planting Selection

TREES



Chilopsis linearis
Desert Willow



Parkinsonia x 'Desert Museum'
Desert Museum Palo Verde



Arbutus unedo
Strawberry Tree



Eucalyptus microtheca
Coolibah Tree



Quercus ilex
Holly Oak



Pistacia atlantica
Mt. Atlas Pistacia



Pistacia atlantica
Mt. Atlas Pistacia

SCREENING SHRUBS



Leucophyllum langmaniae
'Lynn's Legacy'
Lynn's Lowery's Texas Ranger



Calliandra californica
Baja California Duster



Rhus ovata
Sugar Bush



Vitis 'Helen Froehlich'
Summer Time Blues

ORNAMENTAL SHRUBS & GRASSES



Bouteloua curtipendula
Side Oat Grama Grass



Baccharis pilularis cvs.
Dwarf Coyote Brush



Phlomis anatolica
'Lloyd's Variety'
Jerusalem Sage



Salvia greggii
'Cold Hardy Pink'
Texas Salvia

NEW LANDSCAPE SHRUBS & GROUNDCOVER



Epilobium canum
California Fuchsia



Eriogonum parvifolium
Sea Cliff Buckwheat



Galvezia speciosa
Island Snapdragon



Juniperus horizontalis
'Youngstown'
Creeping Juniper



Lantana camara
Common Lantana

Source: HDR 2026

9. Surrounding Land Uses and Setting

The project site is generally bounded by Avenue K-15 to the north, Morton Way to the east, Avenue L to the south, and the UPRR ROW where SCRRA operates Metrolink service on the AVL and Sierra Highway to the west. Existing land uses surrounding the project site include vacant/undeveloped land and Morton Manufacturing to the north, vacant/undeveloped land to the east, Avenue L with a window treatment business, event rental company, and a storage yard to the south of Avenue L, and railroad ROW, Sierra Highway, and a pest control company to the west. Table 1 describes the zoning and existing land uses immediately adjacent to the project site.

Table 1
Zoning and Land Use Information

Direction	Zoning	Existing Land Use
North	SP 90-01	Vacant/undeveloped land and active manufacturing company
East	SP 90-01	Vacant/undeveloped land
South	Heavy Industrial (HI)	Window treatment business, event rental company, and storage yard
West	SP 24-001	Active rail line and pest control company

Notes:

SP = Specific Plan, HI = Heavy Industrial

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

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

- California Department of Fish and Wildlife
- Antelope Valley Air Quality Management District
- Los Angeles County Waterworks #40 (annexation)
- Los Angeles County Sanitation District #14
- Los Angeles County Fire Department

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

In accordance with Assembly Bill (AB) 52, consultation letters for the project were sent in September 2026 to 3 individuals associated with 3 tribes which have requested to be included. These letters were mailed via certified return receipt mail and included copies of the cultural resources report. Table 2 identifies the tribes, the person whom the letter was directed, and the date the letter was received.

Table 2
Tribal Notification

Tribe	Person/Title	Date Received
Fernandeño Tataviam Band of Mission Indians	Sarah Brunzell, Manager	9/23/26
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairman	9/23/26
Yuhaaviatam of San Manuel Nation	Alexandra McCleary	10/1/26

Both the Fernandeño Tataviam Band of Mission Indians (FTBMI) and the Yuhaaviatam of San Manuel Nation (YSMN) responded to the letter. While no specific tribal cultural resources were identified, specific mitigation measures were requested by both tribes to address the inadvertent discovery of cultural resources. These mitigation measures have been included in the cultural resources section.

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 Resources
—	Utilities/Service Systems	—	Wildfire	—	Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- X I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the 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 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 Project, nothing further is required.


Jocelyn Swain, Senior Planner

October 15, 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 where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental

effects in whatever format is selected.

- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. <u>AESTHETICS</u> . Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings with a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality or public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views of the area?			X	

- a. The City of Lancaster Master Environmental Assessment (City of Lancaster 2009c) identifies five scenic areas in the City and immediate surrounding area: Foothills Area, Little Buttes, Quartz Hill, Piute Ponds, and Little Rock Wash. Views to these scenic resources are not generally visible from the project site. However, views to distant mountains are visible from portions of the project site and surrounding roadways. Specifically, the San Gabriel Mountains can be seen looking south along Morton Way at the eastern end of the project site. The proposed building would range in height from 17 feet to 26 feet in height and be designed consistent with facilities of similar use in the surrounding area. The project would not block or impede upon any scenic vistas. Additionally, the project site is at a lower elevation than Avenue L, making it less likely to impede upon views of surrounding areas. Impacts are considered less than significant.
- b. The project site is not located along or near any designated State Scenic Highways (Caltrans 2021), State designated scenic routes, or local scenic roadways identified in the City's Master Environmental Assessment including Avenue K (110th Street West to 90th Street West), 90th Street West (between Avenue K to Avenue A), 60th Street West (Avenue M to Avenue K), Avenue M (60th Street West to 10th Street West), and the Antelope Valley Freeway (City of Lancaster 2009c). The project site does not include any trees, buildings, or rock outcroppings that could be subject to damage. No impact would occur.
- c. The project is in a generally urbanized area and is designed consistent with the zoning code requirements and the Lancaster Business Park Phase III Specific Plan (Specific Plan) as it pertains to the designated land use categories (Business, Business/Rail Option). The project includes proposed landscaping that would meet all applicable City requirements, and the building includes aesthetic treatments with design

elements that align with the City's Design Guidelines (City of Lancaster 2009d). Impacts are considered less than significant.

- d. The existing sources of lighting in the vicinity of the project site are streetlights and vehicle headlights on surrounding roadways, railway lights, as well as lighting from neighboring businesses. Nighttime construction would not be required for the project. Once operational, the project would generate a new source of light from facility security lighting and pedestrian walkway lighting. PV solar arrays are designed to absorb sunlight and minimize reflection. All exterior lighting will be adequately controlled and shielded to prevent glare and undesirable illumination to adjacent properties or streets. New sources of lighting would not cause adverse impacts to daytime or nighttime views. Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. <u>AGRICULTURE AND FORESTRY RESOURCES.</u> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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 forest land to non-forest use?				X

- a. The California Department of Conservation, Farmland Mapping and Monitoring Program designates the project site as Urban and Built-Up Land (California Department of Conservation 2020). No farmland of any kind is present; thus, no farmland would be converted to non-agricultural use. No impact would occur.
- b. The zoning designation for the project site does not allow for agricultural uses and neither the project site nor the surrounding properties are subject to a Williamson Act contract (City of Lancaster 2022a). No impact would occur.
- c-d. According to the City of Lancaster's General Plan, there are no forests or timberlands located within the City of Lancaster (City of Lancaster 2009a). Therefore, the project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. No impact would occur.
- e. See responses to Items IIa-d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. <u>AIR QUALITY</u> . Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

The following information is summarized from the *ACCESS Antelope Valley Paratransit Operations and Maintenance Facility Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum* (HDR 2026a) provided as Appendix A.

- a. Development proposed under the City's General Plan Program Environmental Impact Report (City of Lancaster 2009b) would not create air emissions that exceed the AVAQMD significance thresholds (AVAQMD 2016). The project would also be implemented in compliance with all applicable rules and regulations of the AVAQMD (AVAQMD 2026). The project would not require a general plan or zone change and would be consistent with the designated land uses of the City's General Plan. According to the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the City of Lancaster would have approximately 59,600 jobs in 2040 (SCAG 2020). Existing employees would move to the new facility once the project is operational. The proposed project would generate approximately 712 jobs at full buildout. The new employees at the project site are well within SCAG's employment growth assumptions for the City of Lancaster. The project would not add any residential land uses and therefore would not directly increase the local population. Therefore, the project would be consistent with the Air Quality Management Plan and the City's General Plan. Impacts are considered less than significant.
- b. The construction and operational emissions for the project were calculated using California Emissions Estimator Model (CalEEMod) version 2022. The results of this analysis are summarized below. Detailed modeling data and results can be found within Appendix A of the *ACCESS Antelope Valley Paratransit*

Operations and Maintenance Facility Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum (HDR 2026a).

Construction of the project would generate emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur oxide (SO_x), PM₁₀, and PM_{2.5} that could result in short-term impacts on ambient air quality. Ozone is formed when VOCs or reactive organic gases (ROGs) and NO_x undergo chemical reactions in the presence of sunlight. ROG and VOC are known as O₃ precursors and are used interchangeable in this document. The project would be constructed in 2 phases, with Phase 2 dependent on funding availability. Therefore, construction phases and subphases would not overlap. Since the project is a non-residential project greater than 5 acres, preparation and implementation of a Dust Control Plan (DCP) that details all fugitive dust control measures (including suppressants, if required) that would be utilized at the project site is required pursuant to AVAQMD Rule 403. The analysis assumes the project site would be watered twice daily during site preparation and grading activities per AVAQMD Rule 403.

Sources of construction emissions include heavy-duty construction equipment (such as excavators, and cranes), worker, vendor, and haul truck vehicle emissions, and fugitive dust from material movement. Asphalt and concrete would be hauled to the project site. Table 3 below shows construction emissions in the unmitigated scenario.

Table 3.
Unmitigated Construction Daily Maximum Criteria Air Pollutant Emissions (lbs per day)

Source	VOC/ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Grading (2025)	1.90	16.59	19.98	0.03	3.91	2.10
Building Construction (2025)	1.40	10.86	17.76	0.02	1.09	0.55
Building Construction (2026)	1.29	10.27	15.98	0.02	1.04	0.50
Paving (2026)	1.30	7.92	12.98	0.02	0.91	0.44
Architectural Coating (2026)	6.09	0.90	1.97	1.00	0.00	0.05
Maximum Daily Emissions	6.09	16.59	19.98	0.03	3.91	2.10
AVAQMD Threshold	137	137	548	137	82	65
Exceed Threshold	No	No	No	No	No	No

Source: Air Quality and Greenhouse Gas Emissions Technical Memorandum, Appendix A (HDR 2026a)

Operation of the project would generate criteria air pollutant emissions from project-related vehicle trips traveling to and from the project site, energy sources such as electricity usage, and area sources such as operation of landscaping equipment and use of consumer products, including solvents, such as cleaning supplies. The proposed building would be an all-electric facility, and no natural gas would be used. The project would also produce criteria air pollutant emissions from the on-site diesel-fueled emergency generator as well as fugitive emissions from the 12,000-gallon unleaded gasoline above ground storage tank (AST) and associated fueling operations.

Operational criteria pollutant emissions were calculated for mobile, energy, area, and stationary sources for the project's two buildout years: 2026 and 2036, and for the project's full buildout year 2041. Area source emissions would also be generated from landscape maintenance equipment, consumer products, architectural coatings, and industrial chemicals used in the maintenance shop. Building related emissions were calculated for the year 2026 and were conservatively assumed to stay the same for 2036 as electricity providers increase their renewable energy content. Table 4 below shows the net daily operational emissions from the project site.

Table 4.
Unmitigated Operational Daily Maximum Criteria Air Pollutant Emissions (pounds per day)

	VOC/ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2024						
<i>Mobile</i>						
Employees	1.36	1.48	19.42	0.03	3.14	0.81
Service Vehicle	0.32	0.90	4.16	0.03	0.38	0.13
Existing Total	1.68	2.38	23.58	0.06	3.52	0.94
2026^a						
<i>Mobile</i>						
Employees	1.62	1.46	22.43	0.040	4.050	1.04
Service Vehicle	0.38	0.99	4.99	0.03	0.49	0.17
<i>Area</i>	0.92	0.01	1.28	0.00	0.00	0.00
<i>Energy^b</i>	0.00	0.00	0.00	0.00	0.00	0.00
<i>Stationary</i>						
Emergency Generator	2.20	6.16	5.62	0.01	0.32	0.32
Gasoline AST	0.1	-	-	-	-	-
Project Total	5.22	8.62	34.31	0.08	4.86	1.54
<i>Total Existing</i>	1.68	2.38	23.58	0.06	3.52	0.94
Net Project Total	3.54	6.24	10.74	0.03	1.35	0.59
AVAQMD Threshold	137	137	548	137	82	65
Exceed Threshold	No	No	No	No	No	No
2036^a						
<i>Mobile</i>						
Employees	2.28	1.40	30.37	0.070	7.74	1.98
Service Vehicle	0.50	0.90	7.90	0.05	1.01	0.03
<i>Area</i>	0.93	0.01	1.28	0.00	0.00	0.00

<i>Energy^b</i>	0.00	0.00	0.00	0.00	0.00	0.00
<i>Stationary</i>						
Emergency Generator	2.20	6.16	5.62	0.01	0.32	0.32
Gasoline AST	0.1	-	-	-	-	-
Project Total	6.02	8.46	45.16	0.14	9.07	2.33
<i>Total Existing</i>	1.68	2.38	23.58	0.06	3.52	0.94
Net Project Total	4.33	6.08	21.58	0.08	5.56	1.39
AVAQMD Threshold	137	137	548	137	82	65
Exceed Threshold	No	No	No	No	No	No
2041^a						
<i>Mobile</i>						
Employees	3.19	1.76	44.76	0.10	12.40	3.16
Service Vehicle	0.73	0.74	12.75	0.041	0.27	0.09
<i>Area</i>	0.92	0.01	1.28	0.00	0.00	0.01
<i>Energy^b</i>	0.00	0.00	0.00	0.00	0.00	0.00
<i>Stationary</i>						
Emergency Generator	2.20	6.16	5.62	0.01	0.32	0.32
Gasoline AST	0.1	-	-	-	-	-
Project Total	7.04	8.66	64.40	0.15	13.00	3.58
<i>Total Existing</i>	1.68	2.38	23.58	0.06	3.52	0.94
Net Project Total	5.36	6.28	40.82	0.10	9.48	2.64
AVAQMD Threshold	137	137	548	137	82	65
Exceed Threshold	No	No	No	No	No	No

Source: Air Quality and Greenhouse Gas Emissions Technical Memorandum, Appendix A (HDR 2026a) Notes:

All service vehicles in both 2026 and 2036 are assumed to be light heavy-duty vehicles fueled by gasoline. 2026 assumes approximately 199 service vehicle trips and 310 employee trips per day. 2036 assumes approximately 381 service vehicle trips and 594 employee trips per day. 2041 assumes approximately 611 service vehicle trips and 952 employee trips per day.

^a Only existing service vehicle trips provided. Employee trips were not calculated.

^b Building area and energy emissions were conservatively assumed the same for 2026 and 2036 years. Analysis conservatively does not include the 75 percent electricity anticipated from the PV panels.

As shown in Tables 3 and 4 above, construction and operation of the project would not exceed AVAQMD significance thresholds for all criteria air pollutant emissions. Impacts are considered less than significant.

- c. According to the AVAQMD's CEQA Guidelines (AVAQMD 2016), residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. The closest sensitive receptor to the project is the Assurance Learning Academy High School located approximately 0.38 miles to the north of the project site.

Temporary toxic air contaminant (TAC) emissions associated with diesel particulate matter (DPM) emissions from heavy construction equipment would occur during construction activities. The project would be implemented in accordance with the applicable AVAQMD rules and regulations intended to reduce emissions from construction equipment and activities. The project would also be implemented in accordance with regulatory control measures including the California Air Resources Board (CARB) Air Toxics Control Measure (ATCM) that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation that requires fleets to retire, replace, or repower of older, dirtier engines with newer emission-controlled models. Compliance with these rules, regulations, and regulatory control measures would minimize emissions of TACs during construction. Although residential units are located 480 feet to the south of the project site, construction is relatively short-term, and would result in an overall low level of DPM concentrations in the project site. Furthermore, compliance with the aforementioned CARB ATCM anti-idling measure further minimizes DPM emissions.

Construction of the 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 multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley Fever is not contagious, and therefore, cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have a life-long immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used.

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, implementation of Mitigation Measure 8 (see Geology and Soils) which requires the project operator to implement dust control measures in compliance with AVAQMD Rule 403, and implementation of Mitigation Measure 1, below, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

CARB recommends that health risk assessments be conducted for substantial sources of operational DPM emissions (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions. The project would not include any truck stop or warehouse distribution uses, and, as such, operations would generate only minor amounts of diesel emissions from mobile sources, such as delivery trucks and occasional maintenance. Since the project emissions are primarily from service vehicle and employee vehicle trips that are fueled by gasoline, project operations would not be considered a substantial source of diesel particulates. Furthermore, typical sources of hazardous TACs include industrial

manufacturing processes, which are not proposed as part of the project.

With respect to the use of consumer products and architectural coatings, the project's land uses would not include installation of industrial-sized paint booths or require extensive use of commercial or household cleaning products. The project includes a 12,000-gallon unleaded gasoline AST; however, the fueling area may be phased out if service vehicles are converted to clean energy vehicles. Additionally, all fueling activities are required to be implemented in accordance with AVAQMD rules including Rule 461, Gasoline Transfer and Dispensing. With respect to the diesel emergency generator, the use would only be during emergencies and for testing and maintenance purposes. The generator is required to be operated in accordance with AVAQMD Rule 1110.2 Emissions from Stationary, Non-Road and Portable Internal Combustion Engines.

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. If a project increases average daily traffic at signalized intersections operating at Level of Service (LOS) E or F or causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project, further screening is required. Based on the results of the *Antelope Valley Paratransit Operations and Maintenance Facility – Traffic Impact Assessment Technical Memorandum* (HDR 2026b), the project would cause a traffic operational impact at one two-way-stop controlled intersection of Business Center Parkway/Avenue K 15. This intersection would be signalized to mitigate the operational traffic impact. Therefore, the project would not result in the creation of a CO hotspot and would not expose sensitive receptors to substantial pollutant concentrations associated with a CO hotspot. Impacts are considered less than significant with mitigation incorporated.

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 Community Development Director. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

The project operator also shall consult with the Los Angeles County Public Health to develop a Valley Fever Dust Management Plan that addresses the potential presence of the *Coccidioides* spore and mitigates for the potential for Coccidioidomycosis (Valley Fever). Prior to issuance of grading permits, the project operator shall submit the Plan to the Los Angeles County Public Health for review and comment. The Plan shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential *Coccidioides* spores. Measures in the Plan shall include the following:

- Provide HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use in enclosed cabs.
- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.
- Cause employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).
- Provide separate, clean eating areas with hand-washing facilities.
- Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.
- Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.
- Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.
- Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to grading permit issuance, this handout shall have been created 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 site as determined by the Community Development Director. The radius shall not exceed three miles and is dependent upon the location of the project site.

- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
- Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas will be equipped with handwashing facilities.
- Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.
- Audit and enforce compliance with relevant Cal OSHA health and safety standards on the job site.

d. Construction activities associated with the project may generate detectable odors predominantly from construction equipment. However, the emission of these odors would not be significant as they would be temporary and relatively short in duration. Furthermore, the project would be implemented in accordance with California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Additionally, all applicable AVAQMD rules and regulation to minimize odors would be implemented.

Operation of the project has the potential to emit odors from the unleaded gasoline used in the proposed fueling area as well as from operational fleet vehicle exhaust. However, the majority of the operations associated with vehicle maintenance would be conducted indoors and the unleaded gasoline AST may be phased out if ACCESS were to convert to clean energy fleet vehicles. Until the AST is phased out, it would be required to comply with AVAQMD Rule 402 (Nuisance) and Rule 461 (Gasoline Transfer and Dispensing). There are no residences located in the vicinity of the project site; therefore, periodic refueling during long-term operations would not impact a substantial number of people. Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> . Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The following information is summarized from the *Antelope Valley Paratransit Operations and Maintenance Facility Project - Biological Resource Technical Memorandum* (HDR 2026c). This report is provided as Appendix B.

- a. In February 2024, HDR conducted a literature review of the project site to determine if special-status biological resources have the potential to occur within the project site. A reconnaissance-level biological survey of the project site was also conducted on February 12, 2024, to document existing conditions and assess the potential for special-status biological resources to occur within the project site. All vegetation on the subject site was mapped and all plant and wildlife species observed/detected were recorded. All observed plant species are listed in Table 6 and all observed wildlife species are listed in Table 7.

Special-Status Plant Species - The literature review identified 25 special-status plant species with potential to occur within the project site. Please refer to Appendix B of this Initial Study for a complete list and description of special-status plant species that have the potential to occur within or adjacent to the project site. Due to the disturbed nature of the project site, surrounding development, and lack of suitable special-status species habitat, no special-status plant species are expected to occur within or adjacent to the project site.

Special-Status Wildlife Species - The literature review identified 29 special-status wildlife species with potential to occur within the project site. Please refer to Appendix B of this Initial Study for a complete list and description of special-status wildlife species that have the potential to occur within or adjacent to the project site. Due to the disturbed nature of the project site, surrounding development, and lack of suitable special-status species habitat, only one special-status wildlife species has the potential to occur within the project site.

Burrowing owl (*Athene cunicularia*), is a California Department of Fish and Wildlife (CDFW) Candidate Species. This species is a resident in much of the state in open, dry grasslands and various desert habitats. This species requires open areas with mammal burrows; especially those of California ground squirrel (*Otospermophilus beecheyi*). Burrowing owl inhabits rolling hills, grasslands, fallow fields, sparsely vegetated desert scrub, vacant lots and other open human disturbed lands such as airports and golf courses (Appendix B).

The likelihood of burrowing owls being present on the project site is considered moderate. Although no burrowing owls or sign of burrowing owl presence were detected during the field survey, mammal burrows were observed within the project site and it is possible that burrowing owls could occupy the site prior to the start of construction. Mitigation Measures 2, 3 and 4 would be required to avoid potential impacts on the burrowing owl. Impacts are considered less than significant with mitigation incorporated.

Table 6.
Observed Plant Species

Scientific Name	Common Name
<i>Ambrosia salsola</i>	Burrobrush
<i>Atriplex canescens</i>	Fourwing saltbush
<i>Bromus</i> sp.	Non-native brome grasses
<i>Ephedra aspera</i>	Mormon tea
<i>Ericameria nauseosa</i>	Rubber rabbit brush
<i>Erodium</i> sp.	Filaree
<i>Heterotheca grandiflora</i>	Telegraph weed
<i>Krascheninnikovia lanata</i>	Winterfat
<i>Parkinsonia aculeata</i>	Palo verde
<i>Salsola tragus</i>	Russian thistle
<i>Sisymbrium irio</i>	London rocket

Table 7.
Observed Animal Species

Scientific Name	Common Name
<i>Columba livia</i>	Rock pigeon
<i>Corvus corax</i>	Common raven
<i>Otospermophilus beecheyi</i>	California ground squirrel
<i>Zenaida macroura</i>	Mourning dove
<i>Zonotrichia leucophrys</i>	White-crowned sparrow

Nesting and Migratory Birds – Nesting migratory birds and raptors are protected by the federal Migratory Bird Treaty Act and California Fish and Game Code (e.g., Section 3503). Migratory birds and raptors could use trees and shrubs or the ground on and adjacent to the project site for nesting, as well as man-made structures such as streetlights or utility poles. Project construction may result in direct impacts to active nests due to grading/vegetation removal and indirect impacts to active nests and nesting activities due to noise and the presence of humans and equipment if construction activities occur during nesting season. Mitigation Measure 5 requires a pre-construction nesting bird survey prior to grading/vegetation removal during the nesting season (typically February 15 through September 15) to avoid potential impacts on nesting birds. Impacts are considered less than significant with mitigation incorporated.

Mitigation Measures

2. **Burrowing Owl Surveys.** Burrowing owl surveys will be conducted by a qualified biologist in accordance with the protocol described in the Staff Report on Burrowing Owl Mitigation (CDFW 2012) over all suitable habitat present within the project site. If possible, surveys should be conducted during both the breeding

(February 1 – August 31) and non-breeding seasons (September 1 – January 31) immediately preceding the planned start of construction activities to ascertain the seasonal residency status of any owls occupying the site. The presence of burrowing owl or their sign anywhere on the site or within a 500-foot accessible radius around the project site will be recorded and mapped. Results of the survey will be submitted to the City of Lancaster.

3. **Burrowing Owl Take Avoidance.** During the breeding season (February 1 to August 31), surveys will document whether burrowing owls are nesting in or within 500 feet of the project site. During the non-breeding season (September 1 to January 31), surveys will document whether burrowing owls are using habitat in or directly adjacent to any area to be disturbed. Survey results are only be valid for the season (breeding or non-breeding) during which the survey was conducted. If a lapse in project-related work of 15 calendar days or longer occurs, an additional focused survey and consultation with the City of Lancaster and CDFW will be required before project activities can be reinitiated. If a burrowing owl or burrowing owl sign is observed near a burrow entrance within 500 feet of the project site, the following measures would be implemented:
 - If burrowing owls are found during the non-breeding season (approximately September 1 to January 31), a minimum 160-foot (50-meter) buffer zone around active burrows will be established. The buffer zone will be flagged or otherwise clearly marked. Measures such as visual screens may be used to further reduce the buffer with CDFW approval, if a qualified biologist can confirm that such measures do not cause agitated behavior.
 - If burrowing owls are found during the breeding season (approximately February 1 to August 31):
 - a. All nest sites that could be disturbed by Project construction for the remainder of the breeding season or while the nest is occupied by adults or young (occupation includes individuals or family groups foraging on or near the site following fledging) will be avoided.
 - b. A minimum 500-foot non-disturbance buffer zone around nests will be established, unless otherwise approved by the City of Lancaster in writing, in consultation with CDFW. The buffer zone will be clearly marked. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, or otherwise display agitated behavior, then the exclusionary buffer will be increased such that activities are far enough from the nest so that the bird(s) no longer display this agitated behavior. Construction within the 500-foot buffer zone would only occur during the breeding season if a qualified biologist monitors the nest and determines that the activities do not disturb nesting behavior, or that nests are not active. Modifications to the buffer need to be approved by the City of Lancaster, in consultation with CDFW prior to implementation, and include relevant information new measures justifying the reduction in buffer size. The buffer area will be clearly marked to prevent project activities from occurring within the buffer.
4. **Passive Exclusion of Burrowing Owls.** If all applicable avoidance and minimization measures are implemented and passive exclusion of burrowing owl is needed, an Incidental Take Permit will be obtained and a burrowing owl exclusion plan will be developed by a qualified biologist for the City of Lancaster's review and approval, in consultation with CDFW. This plan, including its proposed mitigation, should be consistent with the most recent available guidelines (e.g., CDFW 2012). Burrow exclusion will only be conducted during the non-

breeding season for burrows located on the project site or the 500-foot buffer zone around the project site, as determined by the City of Lancaster in consultation with CDFW after all avoidance and minimization measures have been exhausted.

5. **Preconstruction Nesting Bird Survey.** If construction activities would begin during the bird nesting season (typically February 15 through September 15), a qualified biologist shall conduct a survey for migratory birds on and within 100 feet of the project site. The survey should be conducted no more than 5 days prior to onset of construction activities. If no active nests are found, no further action would be required. If an active nest is found, the biologist should set appropriate no-work buffers around the nest which would be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity, and duration of disturbance. The approved no-work buffer zone should be clearly marked in the field, within which no disturbance activity should commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.
- b. The project site does not support any riparian habitat or other sensitive natural community (CDFW 2023). No impact would occur.
- c. Due to the location and disturbed nature of the project site, a formal wetland delineation was not performed. However, the project site was assessed for its potential to support aquatic features that may be subject to federal, state, and local regulations. Based on aerial photos, a dirt road was present prior to the construction of Avenue L in the early 1990s where the 30-foot-wide linear depression running along the western edge of the project site is currently located. Vegetation in the depression was similar to vegetation in other areas of the project site, although more dense vegetation was present due to the soil retaining moisture longer than in other areas. No wetland plant species were observed within the depression. No potential jurisdictional resources, historic or current, occur within the project site. No impact would occur.
- d. The project site is disturbed, and wildlife movement into or out of the project site is likely reduced by the presence of surrounding roadways (i.e., Avenue K-15, Morton Way, Avenue L, and Sierra Highway). The associated vehicle roadway/traffic, noise/disturbances, lighting, and presence of humans further decrease the suitability of the project site to serve as a significant wildlife movement corridor or linkage. Additionally, the project site is not located within any designated wildlife corridor. Therefore, no impacts would occur.
- e. 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. No impact would occur.
- f. There are no Habitat Conservation Plans (HCP), Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans that 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, an 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. No impact would occur.

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

The following information is summarized from the *Antelope Valley Paratransit Operations and Maintenance Facility Project Cultural Resource Technical Memorandum* (HDR 2026d). This report is provided as Appendix C.

- a-c. A records search was conducted at the South-Central Coastal Information Center (SCCIC), as well as a review of Bureau of Land Management General Land Office records, review of historical aerial photographs and topographic maps, and a field pedestrian survey of the project site. A Sacred Lands File search was also requested on February 9, 2024 from the Native American Heritage Commission (NAHC).

The records search was conducted at SCCIC on February 21, 2024. A total of 23 cultural resource investigations were carried out within the records search area (within one mile of the project site) between 1988 and 2014. A total of seven cultural resources have been previously recorded within the one-mile record search buffer, but no known cultural resources are present in the project site.

An intensive pedestrian survey of the project site was conducted on February 29, 2024. The results of the survey were negative for cultural resources. No artifacts, ecofacts, features, historic structures, midden soils, or other evidence of cultural resources were identified within the project site. There were no foundations or artifacts observed within the project site associated with the historic buildings shown on the historic aerial photographs. Although no cultural resources were observed, modern debris was noted within the project site.

Because the soils in the project site are young and their geomorphic surfaces are unstable, the possibility exists for archaeological sites to be buried under them. In the Antelope Valley region, locations with high archaeological potential tend to occur near large drainages or springs, neither of which are present in the project site. Overall, the potential to encounter buried archaeological resources, including human remains, in the project site during construction is assessed as moderate.

While no specific tribal or cultural resources have been identified on the project site during the AB 52 process, the YSMN and FTBMI have requested the inclusion of specific measures to address the proper treatment of any previously unidentified cultural resources. These measures have been identified below

(Mitigation Measures 6 and 7). With incorporation of the requested mitigation measures, impacts would be less than significant.

Mitigation Measures

6. **Archaeological Discovery Protocol.** During final design, contractor specifications shall be prepared with provisions that require the stoppage of all ground-disturbing activities within a 60-foot radius in the event of an unanticipated discovery of precontact or historic-period artifacts or features during construction until a professional archaeologist meeting the Secretary of the Interior's (SOI) Professional Qualifications Standards (Appendix A of 36 CFR Part 61), retained by the Applicant, can make an assessment of the resource's significance in consultation with the Lead Agency. Work on portions of the project outside of the 60-foot radius may continue during the assignment. In the event of the discovery of a precontact cultural resource, the Fernandeano Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation shall be notified by the Lead Agency and invited to provide a representative to be present onsite when the archaeologist makes the significance assessment, in order to provide tribal input with regards to significance and treatment. The resource documentation and significance assessment prepared by the archaeologist shall be provided by the Lead Agency to the Fernandeano Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation. Avoidance and preservation in place are the preferred treatment of Tribal Cultural Resources. If a discovered precontact resource is determined to be eligible, and avoidance cannot be ensured, the Applicant shall retain an SOI-qualified archaeologist to develop a Cultural Resource Treatment Plan for the discovery and a Monitoring and Discovery Plan for the remaining phases of construction. Drafts of both plans shall be provided to the Fernandeano Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. The Applicant shall retain Native American monitors from the Fernandeano Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation, should either Tribe elect to provide a monitor, to observe any remaining ground-disturbing activities (defined to include clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, augering, blasting, stripping topsoil, or similar activities) and archaeological work. Ground-disturbing activities within the buffer area shall not resume until the find has been appropriately treated in accordance with the approved plan. The Lead Agency or designated contact shall, in good faith, consult with the Fernandeano Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation throughout the life of the project, including regarding the disposition and treatment of any precontact cultural materials encountered during the project. Any and all archaeological documents created as a part of the project (isolate records, site records, survey reports, testing reports, and monitoring reports) shall be provided to the Fernandeano Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation.

7. **Human Remains Discovery Protocol.** During final design, contractor specifications shall be prepared with provisions for the protocols to be carried out in the event human remains are discovered. If human remains are inadvertently discovered during construction, all ground-disturbing activities in the vicinity of the discovery shall cease immediately and a 100-foot-wide buffer shall be established around the location of the discovery to secure it from further disturbance. California State law (Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94, 5097.98, and 5097.99) will be followed. These regulations specify that work will stop immediately in any areas where human remains or suspected human remains are encountered or any nearby area reasonably suspected to overlie adjacent remains. The Los Angeles County Coroner's office must be contacted immediately. The coroner has two working days to examine the remains after being notified by the Lead Agency and determine whether the remains are subject to the Coroner's authority. If the remains are determined to be Native American, the coroner has 24 hours to notify the NAHC, who will designate a most likely descendant. The NAHC will immediately notify the most likely descendant, who will have 48 hours to make recommendations to the landowner or representative for the respectful treatment or disposition of the remains and grave goods. All recommendations shall be implemented prior to the resumption of ground-disturbing activities, unless otherwise agreed upon through the consultation process. If the most likely descendant does not make recommendations within 48 hours, the area of the property must be secured from further disturbance. If no recommendation is given, the landowner or its authorized representative will re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. At all times, human remains shall be treated with proper dignity and respect.

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

- a. Project construction would consume energy in two general forms: 1) the fuel energy consumed by construction vehicles and equipment and 2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during clearing, grading, and construction activities on the project site. Fuel energy consumed during construction would be temporary

and would not represent a significant demand on energy resources. Some incidental energy conservation would occur during construction through the construction contractor's compliance with State requirements that require equipment not in use for more than five minutes be turned off. Construction equipment at the project site would also be required to comply with the latest U.S. Environmental Protection Agency and California Air Resources Board engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption.

Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials.

The project would consume energy for interior and exterior lighting, heating/ventilation, air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage.

The proposed facility is designed for reduced energy consumption using source materials with a reduced carbon footprint. The facility would be all electric and fleet parking areas would be designed to support phasing into 100 percent clean energy vehicles, once feasible. Furthermore, column-supported shade structures with PV arrays covering all fleet parking are planned for the project. PV array shading is anticipated to achieve 75 percent or better of the building energy consumption. The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards. In conjunction with the project's design features, the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Impacts are considered less than significant.

- b. The latest version of the California Building Code and the CalGreen Code went into effect on January 1, 2026. As discussed above under the analysis for VI. a., the project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards, and the project includes design features to reduce energy demand. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> . Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

- a. Please see responses to i. through iv. below.
- i. The project site is not identified as being within or in proximity to a fault rupture zone (Lancaster Master Environmental Assessment (LMEA) Figure 2-5). The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault. No impact would occur.
 - ii. According to the Seismic Hazard Evaluation of the Lancaster East and West Quadrangles, the project site may be subject to intense seismic shaking (City of Lancaster 2009c). However, the project would be constructed in accordance with the seismic requirements of the Uniform Building Code (UBC) adopted by the City, which would render any potential impacts to a less than significant level. Impacts are considered less than significant
 - iii. Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. This phenomenon occurs in saturated soils that undergo intense seismic shaking typically associated with an earthquake. There are three specific conditions that need to be in place for liquefaction to occur: loose granular soils, shallow groundwater (usually less than 50 feet below ground surface) and intense seismic shaking. According to the California Geologic Survey's Earthquake Zones of Required Investigation Map, the project site is not identified to be in a liquefaction zone (California Department of Conservation 2022). No impact would occur.
 - iv. The project site is generally level and is not subject to landslides (California Department of Conservation 2022). No impact would occur.
- b. The project site is rated as having a slight risk for soil erosion when cultivated or cleared of vegetation (USDA 2023). However, there is potential for water and wind erosion during construction of the project. As per Mitigation Measure 8, the project contractor would be required to comply with the Lancaster Municipal Code (LMC) Chapter 8.16, to adequately wet or seal the soil to prevent wind erosion and would also be subject to all applicable requirements from the AVAQMD for dust control including compliance with all prerequisites outlined in District Rule 403, Fugitive Dust and the construction excavation fee required as part of AVAQMD Rule 302. Impacts are considered less than significant with mitigation.

Mitigation Measures

- 8. **Compliance with AVAQMD Rule 403.** The applicant shall submit the required Construction Excavation Fee to the AVAQMD prior to the issuance of any grading and/or construction permits. This includes compliance with all prerequisites outlined in AVAQMD Rule 403, Fugitive Dust, including submission and approval of a Dust Control Plan, installation of signage and the completion of a successful on-site compliance inspection by an AVAQMD field inspector. Proof of compliance shall be submitted to the City of Lancaster.
- c. Subsidence is the sinking of the soil caused by extraction of water, petroleum, etc. Subsidence can result in geologic hazards known as fissures. Fissures are typically associated with faults or groundwater

withdrawal, which result in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment (City of Lancaster 2009c), the closest sinkholes and fissures are in the vicinity of Lancaster Boulevard and the Antelope Valley Freeway, approximately 2.5 miles northwest of the project site. Additionally, the project site is not known to be within an area subject to sinkholes, subsidence (LMEA Figure 2-3) or any other form of soil instability. No impact would occur.

- d. The soil on the project site is characterized by a low shrink/swell potential (LMEA Figure 2-3), which is not an expansive soil as defined by Table 18-1-B of the UBC. Impacts are considered less than significant.
- e. The project would be connected into a sanitary sewer system to support the operation of the facility. The use of septic tanks or alternative wastewater disposal systems would not be required for the project. No impact would occur.
- f. The project site is located in an area with gentle-sloping alluvial sediments with finer soils that have developed over time (LMEA Figure 2-2). The surface exposures at the project site consist of Holocene-age alluvium that is low in sensitivity for paleontological resources. Impacts are considered less than significant.

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

The following information is summarized from the *ACCESS Antelope Valley Paratransit Operations and Maintenance Facility Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum* (HDR 2026a) provided as Appendix A.

- a. The project would generate greenhouse gas (GHG) emissions during construction. Project construction emissions during the approximate 16-month construction period would generate an estimated 413 MTCO₂e, or approximately 14 MTCO₂e amortized over a 30-year period, as shown in Table 8.

Table 8.

Unmitigated Annual Construction GHG Emissions (MTCO₂e per year)

2025	317
2026	97
Project Total	413
Amortized Construction Emissions	14

Source: *ACCESS Antelope Valley Paratransit Operations and Maintenance Facility Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum* (HDR 2026a)

Note: Totals may not add up due to rounding.

Operational GHG emissions would be generated from mobile sources (i.e. employee and service vehicle trips), energy uses (i.e., electricity), area sources (landscaping, consumer products such as cleaning supplies), fuel tank, and testing and maintenance of the emergency generator. Additionally, the project site would include PV array shading that is anticipated to achieve 75 percent or better of the building's energy consumption upon completion of full buildout. The project would not emit GHG to a level that would exceed the AVAQMD threshold of 100,000 MTCO₂e per year both with and without the PV array shading, as shown in Table 9 below. Impacts are considered less than significant.

Table 9.

Unmitigated Annual Operational GHG Emissions (MTCO₂e per year)

Source	GHG
2024	
Mobile	
Employees	531
Service Vehicle	482
Total Existing	1,013
2026^a	
Construction	14
Mobile	
Employees	655
Service Vehicle	598
<i>Area</i>	0.4
<i>Energy</i>	244
<i>Stationary</i>	13
<i>Total Existing</i>	<i>1,013</i>
Total Net Project	512
Energy Credit with PV Power	-162
Total Net Project with PV Power	350
AVAQMD Threshold	100,000
Exceed Threshold	No
2036	
Construction	14
Mobile	
Employees	1,061
Service Vehicle	999
<i>Area</i>	0.4
<i>Energy</i>	244
<i>Stationary</i>	13
<i>Total Existing</i>	<i>1,013</i>
Total Net Project	1,013
Energy Credit with PV Power	-183

Total Net Project with PV Power	830
AVAQMD Threshold	100,000
Exceed Threshold	No
2041	
Construction	14
Mobile	
Employees	1,633
Service Vehicle	765
<i>Area</i>	0.4
<i>Energy</i>	244
<i>Stationary</i>	13
<i>Total Existing</i>	<i>1,013</i>
Total Net Project	1,656
Energy Credit with PV Power	-183
Total Net Project with PV Power	1,473
AVAQMD Threshold	100,000
Exceed Threshold	No

Source: ACCESS Antelope Valley Paratransit Operations and Maintenance Facility Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum (HDR 2026a)

Notes:

a Building emissions are under the 2026 scenario.

b Energy consumption does not include the PV array shading that is anticipated to achieve 75 percent or better of the building energy consumption upon completion of full buildout.

- b. The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The project includes operation of a paratransit facility providing transportation services to disabled individuals in the Los Angeles County. The current service vehicles are fueled with unleaded gasoline but may be phased into 100 percent clean energy vehicles. The project site consists of column-supported shade structures with PV arrays covering all fleet parking. The PV array shading is anticipated to provide 75 percent or more of the building energy consumption. In addition, the project would be an all-electric facility with LED technology for all internal and external lighting. Although the project would introduce GHG into the environment, the project would decrease VMT in the area by providing public transportation. The project is consistent with measures in the *2022 Scoping for Achieving Carbon Neutrality* (2022 Scoping Plan) that aim to result in the reduction in carbon intensity of transportation fuels (low-carbon fuel standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

Additionally, the City of Lancaster's Climate Action Plan was adopted in March 2017 (City of Lancaster 2016). This plan identifies projects that would enhance the City's ability to further reduce GHG emissions.

A total of 61 projects across eight sectors were identified which include: 1) traffic; 2) energy; 3) municipal operations; 4) water; 5) waste; 6) built environment; 7) community and 8) land use. The project would provide a shared transportation service and would gradually increase the number of service vehicle trips per day from the current maximum daily trips of approximately 154 to a total buildout of approximately 611 trips per day. Thus, the project would decrease the number of single ridership by reducing VMT since the shared transportation services would result in a reduced number of people using private vehicles, such as cars, for daily commute. As such the project would support the City's General Plan by minimizing VMT via increasing public transportation. Lancaster Choice Energy is the utility provider to the project site. Lancaster Choice Energy produces and purchases their energy from a mix of conventional and renewable generating sources. Lancaster Choice Energy is subject to compliance with RPS, which requires utilities to source 60% renewable energy by December 31, 2030, and to plan for 100 percent renewable energy by December 31, 2045. The project would benefit from Lancaster Choice Energy's compliance with RPS and GHG emissions would decrease as grid-generated electricity reaches a higher percentage of renewable energy. Additionally, the project includes solar panels which would help offset the amount of electricity used for project operations. Therefore, the project would support the City's Climate Action Plan.

Overall, the project's consistency analysis with applicable GHG plans, policies and regulations adopted for the purpose of reducing GHG emissions and emissions are below the significance threshold. Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. <u>HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

- a-b. Construction of the project would require typical construction materials to install the administration and maintenance buildings, fuel area, wash area, parking lots, PV solar structures, and other associated infrastructure. There are no structures currently on the project site, and no demolition is required. Therefore, the project would not expose individuals or the environment to asbestos containing materials or lead-based paint.

Operation of the project would require routine transport of unleaded gasoline, occurring once every two

weeks, for the proposed fuel area. Unleaded gasoline would be stored on-site in a 12,000-gallon AST. Transport and storage of gasoline for the project would be performed in accordance with all applicable requirements to minimize potential hazards to the public and the environment.

Once operational, all equipment installed on the project site (AST, generator, etc.) would be replaced as needed in accordance with applicable regulations. The use of hazardous materials and the routine maintenance activities for the project would be conducted in compliance with all applicable regulations to minimize potential hazards to the public and the environment. Applicable regulations for the project include, but are not limited to, National Fire Protection Association (NFPA) 30 (Flammable and Combustible Liquids Code), NFPA 30A (Motor Fuel Dispensing Facilities and Repair Garages Code), and American Society of Mechanical Engineers (ASME) B31.3 (Process Piping Code). Impacts are considered less than significant.

- c. The project site is not located within a quarter mile of an existing or proposed school. The closest school is Assurance Learning Academy; a high school located 0.38-mile north of the project site at 43145 Business Center Parkway. No impact would occur.
- d. Two Phase 1 Environmental Site Assessments were prepared for the project by Leighton Consulting, Inc. An assessment was conducted for a portion of the project site (APNs 3126-009-974 and 3126-009-975) and documented in a report entitled *Phase 1 Environmental Site Assessment Proposed ACCESS: Antelope Valley Transportation Facility, approximately 3.39-acre site Northwest of Intersection of Morton Way and Avenue L, City of Lancaster, Los Angeles County, California* (February 20, 2023). Another assessment was conducted for the remaining portion of the project site (APN 3126-009-976) and documented in a report entitled *Phase 1 Environmental Site Assessment Proposed Antelope Transportation Facility, approximately 2.66-acre site West of Intersection of Morton Way and Avenue L, City of Lancaster, Los Angeles County, California* (January 18, 2024). The results of these assessments are summarized below.

Surveys of the project site were conducted on February 1, 2023 and on November 1, 2023. During the surveys, no leaking, staining, corrosion, above ground/underground storage tanks, chemical containers, wells, hazardous waste disposal, drains, wastewater, sumps, pits, ponds, or lagoons were observed within the project site. During the February 1, 2023 survey, one pad-mounted electrical transformer was observed on the landscaped sidewalk in the northeast corner of the project site. However, no staining, corrosion, or leaking of liquids was observed from the transformer. No recognized environmental concerns (REC) were observed within the project site.

Based on a review of the Environmental Database Record Report and available environmental records from agencies and databases, no off-site listings likely to have created a potential REC on the project site were found.

A review of other local and regional regulatory agency records was also conducted with radii ranging 0.5-mile to 1.25-miles surrounding the project site. Of these records, review of the State of California Water Resources Control Board GeoTracker database revealed three closed Leaking Underground Storage Tank (LUST) Cleanup Sites within 0.5-mile of the project site. All three sites received case closure status and are thus not considered an environmental risk to the project site. Impacts are considered less than significant.

- e. The nearest airport to the project site is the USAF Plant 42, located approximately 1.8 miles southeast of the project site. The airport is classified as having a public/military joint use and is included in the Los Angeles County Airport Land Use Plan (Los Angeles County 1991). The project site is located within the respective Airport Influence Area (AIA) as well as the airport's 65 community noise equivalent level (CNEL) boundary (Los Angeles County 1991). A 65 CNEL is considered satisfactory for industrial uses according to the Airport Land Use Plan's Land Use Compatibility Table (Los Angeles County 1991). Therefore, noise generated by airport operations would not be in excess or result in a safety hazard that would affect workers and visitors to the project site. Impacts are considered less than significant.
- f. Access to the project site would occur through two existing driveways located at Avenue K-15, one located at the end of the cul-de-sac and another between the end of the cul-de-sac and Morton Way. Additionally, an exit would be located on Morton Way. These roadways already exist, and the project includes the necessary connections from the driveways to the roadways during construction to meet current standards. According to the Safety Element of the City of Lancaster General Plan (City of Lancaster 2022c), Sierra Highway, which borders the project site to the west, is designated as an evacuation route. As discussed above, a maximum of 1,563 daily trips (952 employee trips and 611 service vehicle trips) are anticipated for the facility at full buildout. ACCESS is already operating an existing facility near the project site. Operations at the existing facility would be relocated to the project site upon completion of construction, and the additional trips generated by the project are not anticipated to result in operational or safety issues for the surrounding roadways. Therefore, the project would not impair implementation of or physically interfere with identified evacuation routes and would not interfere with any adopted emergency response plan. No impact would occur.
- g. The project site is located in an urbanized area within the service area of Fire Station No. 126, located at 42110 6th Street West southwest of the project site. This station would serve the project site in the event of a fire with additional support from other fire stations as necessary. Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. <u>HYDROLOGY AND WATER QUALITY.</u> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff			X	
iv) Impede or redirect flood flows			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

- a. The project site is not located in the immediate vicinity of an open body of water or in an aquifer recharge area. Based on a review of aerial imagery, the nearest body of water is Pond Two, located

approximately 4 miles northwest of the project site adjacent to the Antelope Valley Freeway at Avenue H. The project would be designed and constructed in compliance with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program establishes a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment during construction and operation to the maximum extent practicable. The reduction of pollutants in urban storm water discharge through the use of structural and nonstructural Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations. Throughout operations, BMPs that are typically used to manage runoff water quality including controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (grass swales, infiltration trenches and grass filter strips) into landscaping and implementing educational programs. During construction, the construction contractor would be required to incorporate appropriate BMPs, as determined by the City of Lancaster Public Works Department.

The project includes construction of a 9,810 sf administration facility and a 10,510 sf maintenance facility. The project would include two retention basins in the northwest and southeast corners of the project site as part of Phase 1 and landscaping provided throughout the parking areas and along the perimeter of the project site. Additionally, the project would comply all applicable rules and regulations regarding wastewater and would be registered as an industrial wastewater generator. As such the project would not violate water quality standards. Impacts are considered less than significant.

- b. The project would not include any groundwater wells or require pumping activities. All water supplied to the project would be obtained from Los Angeles County Waterworks District #40 upon annexation. For more information regarding water use, please see Section XIX.b. Impacts are considered less than significant.
- c. The project would increase the amount of surface runoff with new impervious surfaces associated with paved parking areas, walkways, and building surfaces. The project would be designed to comply with City of Lancaster Engineering Design Guidelines. Since the City has no specific requirements for permanent stormwater treatment, bioretention is proposed consistent with the Low Impact Development Manual for Southern California and as recommended by the California Stormwater Quality Association (CASQA). The bioretention feature will be incorporated into the proposed detention basins. All drainage improvements, including the proposed detention basins, would be designed based on the results of the *Hydrology and Hydraulics Study for the Antelope Valley Paratransit Operations and Maintenance Facility* (HDR 2024), to accept current flows entering the property and to handle the additional incremental runoff from the developed site. Based on the results of the *Hydrology and Hydraulics Study for the Antelope Valley Paratransit Operations and Maintenance Facility* (HDR 2024), for Phase 1 of the project, the required detention basin sizes are 0.92 acre-feet for the east basin detaining the

surface runoff from Subarea 1 and 0.98 acre-feet for the west basin detaining the surface runoff from Subarea 2. Future design considerations will need to be performed when the detention basins are converted to underground systems as part of Phase 2 due to these vertical constraints to determine if sump pumps will be required to convey the water downstream to the existing storm drain network.

The project site is designated as Flood Zone X per the Flood Insurance Rate Map (FIRM) (06037C0420F). Flood Zone X is located outside of both the 100-year flood zone and the 500-year flood zone (FEMA 2022). The proposed drainage features have adequate capacity and freeboard to convey the 50-year storm. Impacts are considered less than significant.

- d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat and does not contain any enclosed bodies of water and is not located in close proximity to any large bodies of water. The closest permanent body of water is the lake located at Apollo Community Regional Park, 6.8 miles northwest of the project site. In the event of an earthquake, it is not anticipated that the lake would create a seiche that would impact the project site. Additionally, the project site would not be subject to mudflows. No impact would occur.
- e. The project would not conflict with or obstruct the implementation of the applicable water quality control plan or sustainable groundwater management plan, including, but not limited to, the Antelope Valley Integrated Regional Water Management Plan (Los Angeles County 2019). For additional information, see responses X.a through X.c. Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. <u>LAND USE AND PLANNING.</u> Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

- a. The project site is currently vacant/undeveloped, and the surrounding properties include predominantly industrial, business, and vacant/undeveloped land. The project would not block a public street, trail, or other access route or result in a physical barrier that would divide an established community. No impact would occur.
- b. The project is consistent with the City's General Plan and designated land uses per the City of Lancaster's Lancaster Business Park Phase III Specific Plan. Table 10 below provides a consistency analysis of the project with respect to relevant goals, objectives, and policies of the applicable elements of the General Plan. As discussed above in Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. The project does not involve the provision of housing, nor is housing a permitted use under the Phase III of the Specific Plan; therefore, a consistency analysis with the Housing Element of the City of Lancaster General Plan was not conducted. No impact would occur.

Table 10.

General Plan Consistency Analysis

Goals, Objectives, and Policies	Consistency Analysis
Policy 3.1.1: Ensure that development does not adversely affect the groundwater basin.	The project would not require groundwater pumping for construction or operation; therefore, no adverse effects to the groundwater basin would occur.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The project is being designed with interior and exterior water conservation measures. The project would be designed in compliance with the appropriate measures of the 2025 California Green Building Standards Code and Lancaster Municipal Code with respect to interior and exterior water consumption.

Policy 3.3.1: Minimize the amount of vehicular miles traveled.	The project would be constructed to replace an existing facility already under operation in the City. All service vehicle trips would be necessary for ACCESS' services of providing complementary transportation for senior citizens and/or persons with disabilities. Based on the results of the <i>ACCESS Antelope Valley Paratransit Operations and Maintenance Facility – Vehicle Miles Traveled Analysis Technical Memorandum</i>, no project-related or cumulative impacts related to VMT would occur.
Policy 3.3.3: Minimize air pollutant emissions generated by new and existing development.	The project would not emit GHG to a level that would exceed the AVAQMD threshold of 100,000 MTCO_{2e} per year both with and without the PV array shading during construction and operation. The project would be implemented in accordance with all applicable AVAQMD rules and regulations during construction and operation.
Policy 3.4.4: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.	Section IV of this initial study includes a discussion of potential impacts to biological resources and mitigation measures to avoid and minimize impacts to biological resources.
Policy 3.5.1: Minimize erosion problems from development activities.	The project would be designed and constructed in compliance with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. During construction, the construction contractor would be required to incorporate appropriate best management practices (BMPs) pertaining to erosion control, as determined by the City of Lancaster Public Works Department.
Policy 3.6.2: Encourage innovative building, site design, and orientation techniques which minimize energy use.	The project would be designed to minimize energy use to the greatest extent feasible. PV shade structures are proposed for Phase 2 of the project to cover fleet parking areas and are anticipated to have total capacity of 500KW and provide 75 percent or more of the building energy consumption.
Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.	PV shade structures are proposed for the project during Phase 2. As mentioned above, the generated solar energy is anticipated to provide 75 percent or more of the building energy consumption.

Policy 4.1.1: Manage potential seismic hazards resulting from fault rupture and strong ground motion to facilitate rapid physical and economic recovery following an earthquake through the identification and recognition of potentially hazardous conditions and implementation of effective standards for seismic design of structures.	The proposed buildings would be constructed to comply with all applicable seismic building codes.
Policy 4.5.1: Ensure that activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible manner which protects the public health and safety.	The project requires use of common hazardous materials during construction and operation, including oils/lubricants, cleaning agents, unleaded gasoline, solvents, etc. Unleaded gasoline needed to fuel fleet vehicles would be stored in an AST on-site. The transport, use, storage, and disposal of hazardous materials would comply with all applicable rules and regulations.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	The project would be constructed to minimize the potential for fire through compliance with all applicable fire code regulations. Additionally, the project would include internal and external fire suppression systems to support any fire suppression needs. The project is within the service area of Fire Station No. 126, which would be able to serve the project site in the case of a fire emergency.
Policy 12.1.1: Preserve features and sites of significant historical and cultural value consistent with their intrinsic and scientific values.	Based on the results of the archival research and pedestrian survey, the project would not result in a significant impact to cultural resources. Because the soils in the project site are young and their geomorphic surfaces are unstable, the possibility exists for archaeological sites to be buried under them. Mitigation measures are proposed to address the potential discovery of any unknown cultural resources during construction.
Policy 15.1.5: Ensure sufficient infrastructure is built and maintained to handle and treat wastewater discharge.	The project would be connected to a sanitary sewer system with adequate capacity to accommodate the wastewater discharged from the project site during operation.
Policy 16.3.1 Promote development patterns which will minimize the costs of infrastructure development, public facilities development and municipal service cost delivery.	The project site is located within the boundary of the Lancaster Business Park Specific Plan.

Policy 17.1.4 Provide for office and industrial-based employment-generating lands which are highly accessible and compatible with other uses in the community.	The project includes a paratransit operations and maintenance facility within the boundary of the Lancaster Business Park Specific Plan in close proximity to the Sierra Highway.
---	---

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. <u>MINERAL RESOURCES.</u> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

- a-b. The project site does not contain any current mining or recovery operations for mineral resources and no such activities have occurred on the project site in the past. According to the LMEA (Figure 2-4), the project site is not designed as Mineral Resource Zone and it is unlikely that the Lancaster area has large valuable mineral and aggregate deposits (City of Lancaster 2009c). No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. <u>NOISE</u> . Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

- a. The closest sensitive receptor to the project site is the Assurance Learning Academy high school located approximately 0.38-mile north of the project site.

Construction of the project would produce temporary construction noise over 16 months. The project contractor would be required to comply with City of Lancaster Noise Ordinance, as outlined in Municipal Code Section 8.24 (City of Lancaster 2009e) specifically Section 8.24.040, *Loud, unnecessary and unusual noises prohibited – Construction and Building*, which permits construction activities between the hours of 7:00am and 8:00pm. Monday through Sunday. Compliance with the City's Noise Ordinance would minimize the potential for construction noise impacts.

The City's General Plan (Table 3-1) (City of Lancaster 2009a) establishes an outdoor maximum CNEL of 70 dBA for commercial and industrial uses. The project is anticipated to generate maximum of up to 1,563 daily trips between employee vehicles and service vehicles. Based on the presence of existing roadways and transportation corridors adjacent to the project site, including Sierra Highway, the railroad ROW, and local roadways, the noise levels generated at the project site would be consistent with the standards of the General Plan. Maintenance activities that are planned to occur throughout operations are not expected to generate a substantial amount of noise. Impacts are considered less than significant.

- b. No major subsurface construction (e.g., parking garage) is proposed; therefore, the use of machinery that generates ground-borne vibration is not anticipated. No ground mounted industrial-type equipment that generates ground vibration would be utilized once the project is constructed and operational. Impacts are considered less than significant.
- c. The nearest airport to the project is the USAF Plant 42, located approximately 1.8 miles southeast of the

project site. The airport is classified as having a public/military joint use and is included in the Los Angeles County ALUP (Los Angeles County 1991). The project site is located within the respective Airport Influence Area as well as the airport's 65 community noise equivalent level (CNEL) boundary (Los Angeles County 1991). A 65 CNEL is considered satisfactory for industrial uses according to the ALUP's Land Use Compatibility Table (Los Angeles County 1991). Therefore, noise generated by airport operations would not affect workers and visitors to the project site. Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. <u>POPULATION AND HOUSING</u> . Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

- a. The project includes the relocation of an existing operations and maintenance facility. Once operational, it is anticipated that the proposed facility would be staffed by employees of the existing facility. No residential is proposed, and no roads would be extended. No impact would occur.
- b. The project site is located on an existing undeveloped and vacant site. No residential uses are located on the project site. As such no housing or people would be displaced necessitating the construction of replacement housing elsewhere. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. <u>PUBLIC SERVICES.</u>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?			X	
Police Protection?			X	
Schools?			X	
Parks?			X	
Other Public Facilities?			X	

- a. The project site is within the service area of Fire Station No. 126, located at 42110 6th Street West southwest of the project site, which would be able to serve the project site in the event of a fire or medical emergency. The project would be designed to comply with the California Fire Code, Los Angeles County Fire Code (Title 32), as well as City of Lancaster Fire Code (Chapter 15.32) and would include internal and external fire suppression systems to support any fire suppression needs.

The project site is within the service area of the Los Angeles County Sheriff Department, with a station located approximately 2.6 miles away at 501 West Lancaster Boulevard. Additionally, the project site is within the service area of the Lancaster Police Department, with a station located approximately 2.4 miles away at 44811 Sierra Highway. Fences with gates and security cameras would be provided around the facility to secure access to the site. Additionally, in accordance with the General Plan Safety Element, the project design aligns with the principles of Crime Prevention through Environmental Design (CPTED), which is a framework that aims to reduce crime and fear of crime by improving the design and use of the built environment.

Four school districts currently provide school services to the City: Antelope Valley Union High School District, Eastside Union School District, Lancaster School District, and Westside Union School District. Specifically, the Antelope Valley Union High School District and Lancaster School District currently serve the project area. The proposed project may result in minimal incremental increase in population and may increase the number of students in the Lancaster School District and Antelope Valley Union High School District. Proposition 1A, which governs the way in which school funding is carried out, predetermines by

statute that payment of developer fees is adequate mitigation for school impacts. Therefore, impacts would be less than significant.

The project would not result in substantial population growth, and therefore, would not substantially increase the demand on parks, or other public facilities such as libraries. Impacts are considered less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. <u>RECREATION</u> . Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

- a-b. The project would not generate additional population growth that would contribute to an increased use of existing parks and recreational facilities. The project does not involve the construction of any parks or recreational amenities. No impact would occur.

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

The following information is summarized from the *ACCESS Antelope Valley Paratransit Operations and Maintenance Facility Project – Vehicle Miles Traveled Analysis Technical Memorandum* (HDR 2026e) provided as Appendix D.

- a. The project site is approximately 7 acres and is generally bounded by Avenue K-15, Morton Way, Avenue L, and the UPRR ROW where SCRRRA operates Metrolink service on the AVL and Sierra Highway. The nearest bike lanes are on 4th Street East and the nearest bus stop is on 4th Street East between Avenue K-15 and Avenue L both of which are approximately 0.2 miles east of the project site. The roadways used to access the project are already developed and no new roadways would be required to be constructed. Impacts are considered less than significant.
- b. Based on the results of the *Antelope Valley Paratransit Operations and Maintenance Facility Project Vehicle Miles Traveled Analysis Technical Memorandum*, the Project will not result in VMT related impacts compared to the City's threshold of 15 percent below the baseline Antelope Valley Planning Area (AVPA) VMT. For the 2026 opening year, the SCAG travel demand model estimates show the project home-based work VMT per employee will be 1.4 compared to the AVPA baseline VMT of 16 per employee.

The project is consistent with the SCAG's Regional Transportation Plan/Sustainable Communities Strategy. Additionally, the project-related VMT analysis and its conclusions, which show a net decrease in total VMT per Service Population, suggest that a significant cumulative VMT impact is not expected. Impacts are considered less than significant.
- c. Proposed site design, internal roadway configuration, and proposed civil improvements would not increase hazards in the vicinity of the project nor create dangerous design situations or incompatible uses. No impact would occur.

- d. The project site would be accessed from two existing driveways located at Avenue K-15, one proposed at the end of the cul-de-sac or another between the end of the cul-de-sac and Morton Way. Additionally, an emergency exit would be located onto Morton Way. Drive aisles and automatic gates within the project site would be designed to the standards required by the Los Angeles County Fire Department. No impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. <u>TRIBAL CULTURAL RESOURCES.</u> Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set for in subdivision (c) of Public Resources Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

- a. No cultural resources were identified on the project site. Additionally, no specific tribal cultural resources were identified during the AB 52 process; however, both the YSMN and FTBMI responded and requested that specific mitigation measures be included to address treatment of previously unknown cultural resources. These mitigation measures have been included in the cultural resources section. Therefore, no impacts would occur.

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

- a. The project would be required to connect to the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc. These services already exist in the vicinity of the project site. Connections would occur on the project site or within existing roadways or rights-of-way. Connections to these utilities are part of the project and impacts to environmental resources have been discussed throughout the document. Impacts are considered less than significant.
- b. Due to the size and type of project, construction and operation would require minimal use of water. During construction water would be used for fugitive dust control and concrete mixing. During operations, water would be used for domestic purposes. No ground water is required for construction or operation of the project. The project site is currently located outside of the Los Angeles County Waterworks District (District) boundary. Therefore, annexation would be required to provide water to the project site. ACCESS would be required to secure permanent water supply entitlements sufficient to meet the project's annual water demands as determined by the District. Any property-specific water system facilities would be implemented to meet the requirements of the County/City Engineer and the Los Angeles County Fire

Chief. Impacts are considered less than significant.

- c. The project site is located within the jurisdictional boundaries of District No. 14 (City of Lancaster 2009c). All wastewater would be treated at the Lancaster Water Reclamation Plant which has a design capacity of 18 million gallons per day (mgd) and currently produces an average recycled water flow of 12.7 mgd. The project would discharge to a local sewer line, which is not maintained by the District, for conveyance to the Districts' Division Street Trunk Sewer, located in Division Street at East Avenue K-8. This trunk sewer has a capacity of 1.4 mgd and conveyed a peak flow of 0.05 mgd when last measured in 2021. It is estimated that the project would generate approximately 4,073 gallons of wastewater per day. The project would not require the expansion of existing facilities or the construction of new facilities. Impacts are considered less than significant.
- d. Solid waste generated within the city limits is generally disposed of at the Lancaster Landfill located at 600 East Avenue F. This landfill is a Class III landfill which accepts agricultural, non-friable asbestos, construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. AB 939 was adopted in 1989 and required a 25% diversion of solid waste from landfills by 1995 and a 50% diversion by 2005. In 2011, AB 341 was passed which required the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

The project would generate a minimal amount of solid waste during construction and operation. The existing landfill has capacity to handle the waste generated by the project as the remaining capacity is 14,514,648 cubic yards and a ceased operation date on March 1, 2044 (CalRecycle 2024). Impacts are considered less than significant.

- e. See Item XIX.d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XX. <u>WILDFIRE</u> . If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impact an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

- a-d. The project is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones (CalFire 2024). The project is located within the service boundary of Fire Station No. 126, which would provide service in the event of a fire associated with the project site. The project would be constructed in accordance with all existing and applicable building and fire codes, as well as have fire suppression and safety systems. The project would not involve blocking or restricting any emergency access routes and would not interfere with emergency response plans or operations near the project site. The project would not involve the development of structures that would introduce new populations to the project site that could result in impacts involving wildfires. No impact would occur.

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

- a-c. The project consists of the construction and operation of a new paratransit operations and maintenance facility on an undeveloped site. Other projects have been approved and/or submitted within approximately one mile of the project site (Table 11). These projects are also required to be implemented in accordance with the City's zoning code and General Plan.

Cumulative impacts are the change in the environment, which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable projects.

The project would not create any impacts with respect to: Recreation, Agriculture and Forestry Resources, Land Use/Planning, Population/Housing, Wildfire, and Mineral Resources. The project would create impacts to other resource areas and mitigation measures have identified for Biological Resources, Cultural Resources, Air Quality, and Geology and Soils. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and mitigation measures are identified during the review to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. Therefore, the project's contribution to cumulative impacts would not be cumulatively

considerable. Impacts are considered less than significant.

Table 11. Related Projects List

Case No.	Location	APNs	Acres	Description	Status
CUP No. 21-006	Northwest corner Ave M & 6 th St E	3126-017-028, -040, -039	15	SGH2 Hydrogen Production Facility	Approved
SPR No. 24-003	N/A	N/A	N/A	N/A	Approved
CUP No. 21-001	Southeast corner of Avenue L & 10 th Street West	3109-026-032, -040, -042, -044	10	Mixed use development with 181 multi-family residential units and 235 room hotel	Under Review
SP No. 24-001	10 th Street West, Sierra Highway, Avenue K, Avenue L	N/A	435	Parkway Village Specific Plan	Approved
CUP No. 23-020	Southwest corner of Avenue L & 10 th St W	3109-026-047, -048, -049	3.72	Raising Canes/Quick Quack	Under Construction
CUP No. 25-014/ SPR No. 25-011	212 Avenue K	3128-001-016, -017, -018	N/A	Car wash, gas station, convenience market, and drive thru	Under review
TPM No. 25-001	46205 Division Street	3137-008-097	N/A	2 lot subdivision	Under review
SPR No. 25-010	Avenue L & 5 th Street West	3128-007-028, -029	25	525,689 sf industrial distribution/warehouse	Under review
DR No. 25-042	Business Center Parkway & Ave K-12	3126-024-150	4.85	86,327 sf industrial buildings	Under review
DR No. 25-043	Business Center Parkway & Federal Drive	3126-009-978	2.45	51,300 sf industrial building	Under review
SPR No. 24-002	South side of Avenue K @ Sahuayo	3126-031-061	N/A	12,400 sf retail center	Under review
CUP No. 26-003	South side of Avenue L approximately 500' west of 10 th Street West	3019-026-045, -010, -034	N/A	Costco fueling station and car wash	Under review

References:

- Antelope Valley Air Pollution Control District. 2016. Antelope Valley Air Quality Management District (AVAQMD). CEQA and Federal Conformity Guidelines. Accessed February 22, 2024. <https://avaqmd.ca.gov/files/e5b34d385/AV%20CEQA%20Guides%202016.pdf>.
- Antelope Valley Air Pollution Control District. 2024. AVAQMD. Rule Book. Accessed February 28, 2024. <https://avaqmd.ca.gov/rule-book>.
- California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Accessed May 2024. <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>.
- California Department of Conservation. 2020. California Important Farmland Finder. Accessed February 8, 2024. <https://maps.conservation.ca.gov/DLRP/CIFF/>.
- 2022. Earthquake Zones of Required Investigation. Accessed February 8, 2024. <https://maps.conservation.ca.gov/cgs/EQZApp/>.
- CalRecycle. 2024. Legislation and Regulations. Accessed February 8, 2024. <https://calrecycle.ca.gov/Laws/>.
- California Department of Fish and Wildlife (CDFW). 2023. Natural Communities. Accessed February 8, 2024. [HYPERLINK
"https://portal.assessor.lacounty.gov/parceldetail/3126009974%20%20"https://wildlife.ca.gov/D ata/VegCAMP/Natural-Communities/Background](https://portal.assessor.lacounty.gov/parceldetail/3126009974%20%20https://wildlife.ca.gov/D ata/VegCAMP/Natural-Communities/Background).
- California Department of Forestry and Fire Protection (CalFire). 2024. State Responsibility Area Viewer. Accessed February 9, 2024. <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765 ce1>.
- City of Lancaster.
- 2009a. General Plan 2030. Accessed February 8, 2024. <https://www.cityoflanasterca.org/home/showpublisheddocument/9323/635775792210230000>.
- 2009b. General Plan 2030 Program Environmental Impact Report. Accessed February 21, 2024. <https://www.cityoflanasterca.org/home/showpublisheddocument/11351/635775792210230000>.
- 2009c. General Plan 2030 Master Environmental Assessment (LMEA). Accessed February 21, 2024. <https://www.cityoflanasterca.org/home/showpublisheddocument/11352/63577579221023 0000>.
- 2009d. Design Guidelines. Accessed February 27, 2024. <https://www.cityoflanasterca.org/home/showpublisheddocument/11563/635775792210230000>.
- 2009e. Municipal Code. Accessed March 4, 2024. https://library.municode.com/ca/lanaster/codes/code_of_ordinances?nodeId=TIT8HESA CH8.24NORE.
- 2016. Draft Climate Action Plan. Accessed May 2024. <https://www.cityoflanasterca.org/Home/ShowDocument?id=32356>.
- 2022a. Lancaster Data Hub. Accessed February 8, 2024. <https://opendata-lanasterca.hub.arcgis.com/apps/0dad1680833f41cfb496420fb444a73a/explore>.
- 2022b. WM (formerly Waste Management). Accessed February 8, 2024. <https://www.cityoflanasterca.org/our-city/about-us/sustainability/green-practices/illegal->

[dumping-proper-waste-disposal/waste-management.](#)

- 2022c. Lancaster General Plan Safety Element. Accessed February 12, 2024.
<https://www.cityoflancasterca.org/home/showpublisheddocument/43880/638034286649470000>.
- 2023. Lancaster City Project. Accessed February 8, 2024. <https://opendata-lancasterca.hub.arcgis.com/apps/6915e44379c040fc895b4381cee89965/explore>.
- 2024. Proposed Projects. Accessed February 29, 2024.
<https://lancasterca.maps.arcgis.com/apps/webappviewer/index.html?id=0c0c400a4be944f492df9216b95d3cd6>.
- Federal Emergency Management Agency (FEMA). 2022. FEMA's National Flood Hazard Layer Viewer. Accessed February 8, 2024. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>.
- Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. Accessed April 23, 2024. <https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123>.
- HDR. 2024. Hydrology and Hydraulics Study for the Antelope Valley Paratransit Operations and Maintenance Facility
- 2026a. ACCESS Antelope Valley Paratransit Operations and Maintenance Facility Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum (HDR 2026)
- 2026b. Antelope Valley Paratransit Operations and Maintenance Facility – Traffic Impact Assessment Technical Memorandum
- 2026c. Antelope Valley Paratransit Operations and Maintenance Facility Project - Biological Resource Technical Memorandum
- 2026d. Antelope Valley Paratransit Operations and Maintenance Facility Project Cultural Resource Technical Memorandum
- 2026e. ACCESS Antelope Valley Paratransit Operations and Maintenance Facility Project – Vehicle Miles Traveled Analysis Technical Memorandum
- Los Angeles County. 1991. Airport Land Use Commission. Airport Land Use Plan. Accessed February 27, 2024.
<https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf>.
- 2012. Los Angeles County Assessor Portal. Accessed February 8, 2024.
<https://portal.assessor.lacounty.gov/parceldetail/3126009974>.
- 2019. Antelope Valley Integrated Regional Water Management Plan Final 2019 Update. Accessed October 3, 2024.
<https://pw.lacounty.gov/wwd/avirwmp/docs/finalplan/2019%20Final%20AV%20IRWMP.pdf>.
- Los Angeles County Sanitation Districts. 2023. Lancaster Water Reclamation Plant. Accessed February 8, 2024.
<https://www.lacsd.org/services/wastewater-sewage/facilities/lancaster-water-reclamation-plant>.
- Southern California Association of Governments (SCAG). 2020. Final 2020-2045 Regional Transportation

Plan/Sustainable Communities Strategy (RTP/SCS). [SCAG Connect SoCal - The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy Adopted on September 3, 2020.](#)

United States Department of Agriculture (USDA). 2023. U.S. Web Soil Survey. Accessed February 9, 2024. [https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx.](https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx)

California Department of Transportation (Caltrans). 2021. California State Scenic Highway System Map. Accessed February 8, 2024. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> .

United States Environmental Protection Agency (EPA). 2022. AirData Air Quality Monitors. Accessed February 8, 2024. [https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=5f239fd3e72f424f98ef3d5def547eb5&extent=-146.2334,13.1913,-46.3896,56.5319.](https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=5f239fd3e72f424f98ef3d5def547eb5&extent=-146.2334,13.1913,-46.3896,56.5319)

United States Fish and Wildlife Services (USFWS). 2023. National Wetlands Inventory. Accessed February 8, 2024. [HYPERLINK "https://portal.assessor.lacounty.gov/parceldetail/3126009974%20%20"](https://portal.assessor.lacounty.gov/parceldetail/3126009974%20%20)
<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/> .