COMMUNITY DEVELOPMENT

City of Lancaster
Initial Study

1.	**Project title and File Number:**	Site Plan Review No. 23-003
2.	**Lead agency name and address:**	City of Lancaster Community Development Department Planning & Permitting Division 44933 Fern Avenue Lancaster, California 93534
3.	**Contact person and phone number:**	Jocelyn Swain, Senior Planner City of Lancaster (661) 723-6100
4.	**Location:**	±32 acres at the southeast corner of 47th Street West and William J Barnes Avenue (APN: 3105-001-042) (see Figure 1)
5.	**Applicant name and address:**	Northpoint Development/Jack Lac 3315 N Oak Trafficway Kansas City, MO 64116
6.	**General Plan designation:**	Light Industrial
7.	**Zoning:**	Specific Plan (SP) No. 95-02

8. Description of project:

The proposed project consists of the construction and operation of a 581,000 square foot industrial/distribution warehouse with cold storage (frozen) on approximately 32 acres at the southeast corner of 47th Street West and William J Barnes Avenue (see Figure 2). The proposed building would be centrally located within the project site and shifted slightly to the west. Construction would be partially concrete-tilt up and partially insulated metal to ensure the most efficient operation of the cold storage building and approximately 50 feet in height. Most of the building would be utilized for storage and distribution purposes; however, up to 40,000 square feet of the proposed building would be utilized for office space. The storage and distribution portions of the building would be for frozen storage and kept at -10 degrees Fahrenheit.

Figure 1, Project Location Map

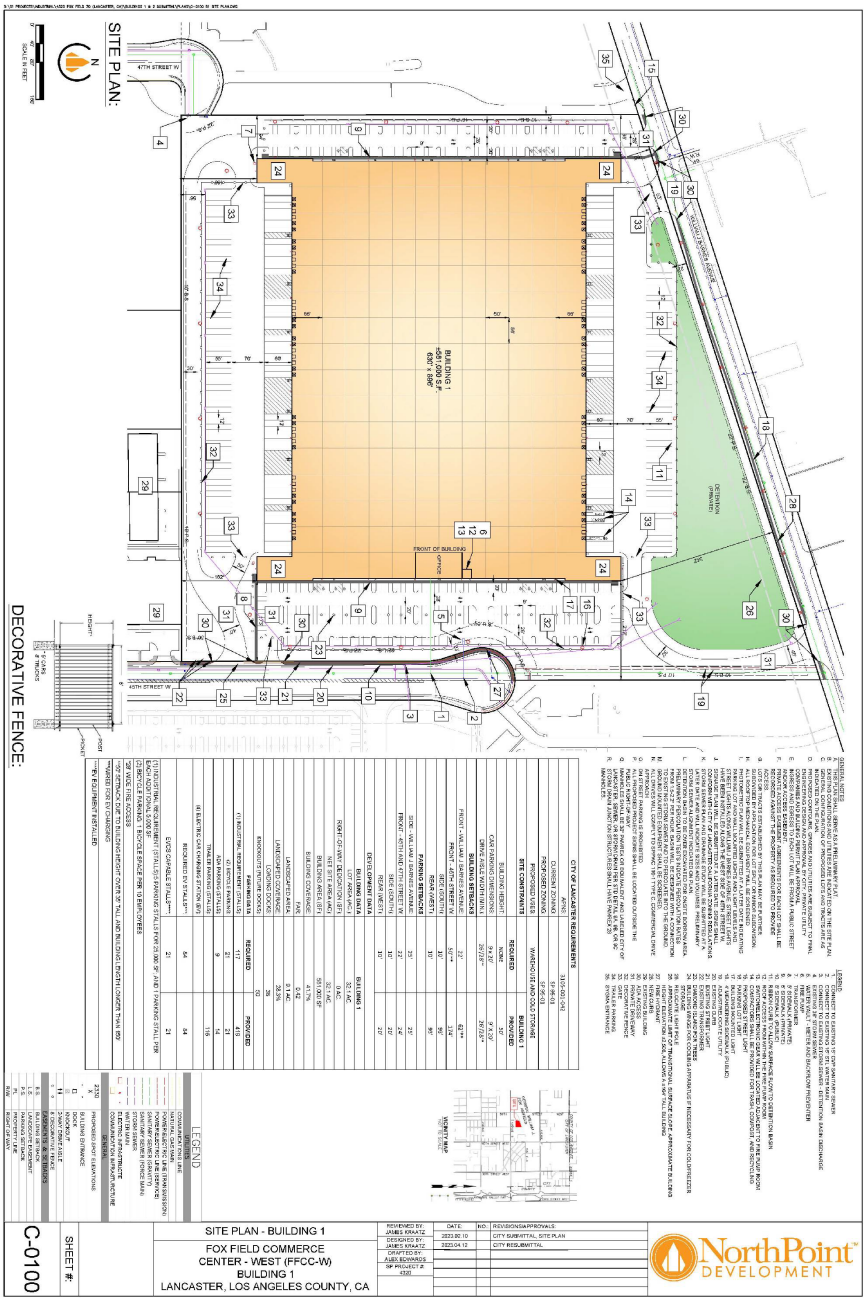

Figure 2, Conceptual Site Plan

Loading docks and trailer parking spaces would located on the north and south sides of the building. Employee and visitor parking would be located primarily on the eastern side of the building. A total of 88 loading dock spaces would be provided, evenly split between the two sides of the building; 38 loading docks would be installed with an additional 50 loading dock punch-outs available (future). 116 trailer parking spaces would be provided located near the loading dock areas. A total of 419 parking spaces would be provided for employees and visitors to the site including 14 ADA spaces and 84 EV charging spaces along with 21 spaces for bicycle parking. Access to the project site would be from a driveway on 45th Street West at the southeast corner of the project site and a driveway located along on William J Barnes Avenue at the northeast corner of the project site.

In addition to the building and parking on the site, landscaping would be provided throughout including in the employee parking lot and around the perimeter of the site. Enhanced landscaping will be provided along the perimeter to screen the loading docks from public view. Other improvements on the project site would include a drainage basin along the northern portion of the property, lighting, fencing, and utility improvements. Roof-top and battery storage would be installed to the extent feasible.

Construction of the proposed project is anticipated to start in September 2023 and take approximately 13 months to complete ending in October 2024. Construction activities would occur Monday through Saturday, 7:00 a.m. to 8 p.m., with construction not occurring on Sundays and holidays. No import or export of material is anticipated during construction. Excavated fill material would be utilized at a nearby project. The facility is anticipated to employ 221 individuals and could operate 24-hours per day.

9. Surrounding land uses and setting:

The project site is located at the southeast corner of 47th Street West and William J Barnes Avenue and is currently vacant. A portion of the project site was previously graded for another project which is no longer moving forward. The property to the east is partially undeveloped and the remainder is developed with the California National Guard Armory. The property to the west is developed with the Sygma Distribution facility. The property to the south is partially undeveloped and the remainder is developed with a small industrial business park at the northwest corner of Avenue G and 45 Street West and includes businesses such as Brothers' Swiss Inc., Griff Industries, Calvert Racing, and Streamline System Designs. Immediately north of the project site, is William J Barnes Avenue followed by industrial businesses, taxiways and the runway associated with the William J. Fox Airfield. A little bit further to the northeast is the Apollo Community Regional Park.

Table 1
Zoning/Land Use Information

Direction	Zoning		Land Use
	City	County	
North	SP 95-02	N/A	Various industrial uses and the William J. Fox Airfield
East	SP 95-02	N/A	Vacant, California National Guard Armory
South	SP 95-02	N/A	Vacant, small industrial business park
West	SP 95-02	N/A	Sygma Distribution facility

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

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

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

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

In 2017, Conditional Use Permit No. 17-16 was approved for a 583,000 square foot commercial cannabis facility. The project site was partially graded; however, the previous project is no longer moving forward and has been replaced by the current project for a 581,000 square foot industrial warehouse/distribution facility with cold storage.

As part of the previous approval process, Assembly Bill (AB) 52 consultation letters were sent to seven tribes identified in the cultural resources report and/or who had requested to be included in the process. These letters were mailed on June 16, 2017 via certified return receipt mail and included copies of the cultural resources report, site plan and aerial photo. Table 2 identifies the tribes, the person to whom the letter was directed, and the date the letter was received.

Table 2
Tribal Notification

Tribe	Person/Title	Date Received
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas / Chairman	June 21, 2017
Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians)	Lee Clauss/Director of Cultural Resources	June 21, 2017
Fernandeno Tataviam Band of Mission Indians	Kimia Fatehi / Tribal Historic and Cultural Preservation Officer	June 21, 2017
Morongo Band of Mission Indians	Denisa Torres / Cultural Resources Manager	June 22, 2017
Morongo Band of Mission Indians	Robert Martin / Chairperson	June 21, 2017
Colorado River Indian Tribe	Dennis Patch / Chairman	June 22, 2017
San Fernando Band of Mission Indians	John Valenzuela / Chairperson	June 20, 2017
Serrano Nation of Mission Indians	Goldie Walker / Chairperson	June 21, 2017

At the time of approval, responses had not been received from any of the tribes notified. Since the proposed project is very similar in size and type (large industrial building) and the site has been partially graded, the City did not redo the AB 52 process and considers the original process to still be valid. However, mitigation measures have been added to the cultural resources section to ensure proper handling and reporting procedures in the event that previously unknown cultural resources are encountered.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: On the basis of this initial evaluation:

____ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

____ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

____ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only effects that remain to be addressed.

_X___ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jocelyn Swain
Jocelyn Swain, Senior Planner

June 28, 2023
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Use. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages w3here the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluated each question; and

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. 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 General Plan identifies five scenic areas in the City and immediately surrounding area (LMEA Figure 12.0-1). Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways. However, views of the open desert and mountains surrounding the Antelope Valley are available from the project site and nearby roadways (Avenue G, Williams Barnes Avenue, 47th Street West, and 45th Street West). The proposed project consists of the construction and operation of an approximately 581,000 square foot industrial/distribution facility for cold storage. This distribution facility is similar in appearance to the other distribution facilities located within the Fox Field Specific Plan area including Michaels, Rite-Aid, and Sygma. With implementation of the proposed project, the views would not change and would continue to be available from the roadways and project site. Therefore, no impact would occur.

b. The project site is not located along any designated State Scenic Highways. There are no State designated scenic routes or highways within the City of Lancaster. Additionally, there are no trees, rock outcroppings or buildings on the project site and it has been partially graded in conjunction with a previously approved project. However, the Antelope Valley Freeway (Highway 14) is designated in the City's Master Environmental Assessment as a local scenic roadway because of the views of the mountain ranges to the north and south of the valley. The project site is located approximately 2.5 miles west of the Antelope Valley Freeway. While the

project site is near the freeway, the construction of the project would not impact the views available to the traveling motorists. Therefore, impacts would be less than significant.

c. The proposed project is consistent with the zoning code and the Fox Field Specific Plan as it pertains to this use and zone (see Land Use and Planning section). The specific plan identifies the requirements for the aesthetics of individual developments within the specific plan area. The requirements are supplemented by the City's Design Guidelines which were adopted on December 8, 2009 (and updated on March 30, 2010). These guidelines provide the basis to achieve quality design for all development within the City. The proposed building would a mix of concrete tilt-up and insulated metal construction to ensure the most efficient operation of the cold storage components. The colors and materials would be compatible with the surrounding land uses. Therefore, impacts would be less than significant.

d. The ambient lighting in the vicinity of the project site is low to moderate due to street lights, security and operational lighting from surrounding developments and the airport, vehicle headlights, and lighting from aircraft utilizing the William J. Fox airfield. Additional vehicle headlights are distantly visible while traveling adjacent to the project site along Avenue G. Light and glare would be generated from the proposed project in the form of additional street lighting, parking lot/building security lighting and from motor vehicles associated with employees, visitors, and delivery trucks. All lighting associated with the proposed development would be shielded and focused downward onto the project site. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

The maps for each county are updated every two years. The latest available map for Los Angeles County is from 2018. According to the 2018 map, the project site is designated as Other Land. Other Land is defined as "land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

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

b. The project site is zoned Specific Plan (SP) No. 95-02 with an underlying zoning of Light Industrial. These designations do not allow for agricultural uses. Additionally, the project site and the surrounding area are not subject to a Williamson Act contract. Therefore, no impacts would occur.

c-d. According to the City of Lancaster's General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed 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. Therefore, no impacts would occur.

e. See responses to Items IIa-d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY. 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	

An air quality study was prepared for the proposed project by Michael Baker International and documented in a report entitled "Air Quality Assessment, SPR 23-003, Lancaster, California" and dated May 30, 2023. The following discussion is based, in part, on this report.

a. Development proposed under the City's General Plan would not create air emissions that exceed the Air Quality Management Plan (GPEIR pgs. 5.5-21 to 5.5-22). The project site is designated Specific Plan (SP) and zoned Specific Plan (SP) No. 95-02 (Fox Field Specific Plan) with an underlying zoning of Light Industrial. Distribution facilities, such as the one proposed, are allowed under the Fox Field Specific Plan. Additionally, the proposed project would be required to comply with all applicable Antelope Valley Air Quality Management District (AVAQMD) rules and regulations including Rule 219 (Equipment Permitting), Rule 402, Rule 403 (Fugitive Dust), and Rule 1113 (volatile organic compounds in architectural coatings), and Rule 1120 (asphalt paving). As such, any emissions associated with the proposed project have already been accounted for and the proposed project would not conflict with or obstruct the implementation of the Air Quality Management Plan and no impacts would occur.

Further, the proposed project would result in less than significant impacts regarding localized and regional air pollutant concentrations during project construction and operations with implementation of Mitigation Measure 1. As such, the project would not delay the timely

attainment of air quality standards or AVAQMD emission reductions goals. Therefore, impacts would be less than significant.

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

Construction

The project would be constructed in a single phase/duration. Construction activities would primarily include grading (including excavation for the detention basin), building construction, paving, and architectural coating. No import and/or export of material is anticipated. Table 3 summarizes the proposed project's anticipated construction emissions in pounds per day and Table 4 summarizes the anticipated construction emissions in tons/year. As can be seen in these tables all emissions would be less than the established thresholds with the exception of the unmitigated reactive organic gases (ROG) emissions.

Construction activities are also a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality and nuisance to those living and working in the area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, grading and construction is expected to be short-term and would cease upon project completion. The proposed project would be required to comply with AVAQMD Rule 403, Fugitive Dust, and as can be see in Tables 3 and 4, the project would not exceed the applicable PM_{10} and $PM_{2.5}$ thresholds. Therefore, impacts would be less than significant.

The application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. As required, all architectural coatings for utilized on the building would comply with AVAQMD Rule 1113, which specifies the content of ROG in paint. As shown in Table 3, the maximum daily ROG emissions would exceed the air district's established thresholds. Mitigation Measure 1 would require the architectural coatings phase of the project to be extended from one month to 1.5 months to reduce the daily ROG emissions. This modified construction schedule is shown in Table 5. With the mitigation measure applied, the maximum daily ROG emissions would be reduced from 160 pounds per day to 108 pounds per day, which is below the threshold. All other emissions would be less than significant without mitigation.

Operations

Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic (i.e., motor vehicle use by employees, deliveries travelling to and from the site), and emissions from stationary, area, and energy sources. Emissions associated with each of these sources were calculated and are summarized in Table 6 (pounds per day) and Table 7 (tons per year).

Table 3
Construction Emissions (pounds/day)[1,2]

Construction Year	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Unmitigated Construction Emissions						
Year 1 (2023)	3.85	37.4	33.7	0.06	4.25	2.48
Year 2 (2024)	160	23.6	51.3	0.06	5.15	1.87
Maximum Daily Emissions	**160**	**37.4**	**51.3**	**0.06**	**5.15**	**2.48**
AVAQMD Thresholds[3]	137	137	548	137	82	65
Threshold Exceeded?	Yes	No	No	No	No	No
Mitigated Construction Emissions[4]						
Year 1 (2023)	3.85	37.4	33.7	0.06	4.25	2.48
Year 2 (2024)	108	23.6	51.3	0.06	5.15	1.87
Maximum Daily Emissions	**108**	**37.4**	**51.36**	**0.06**	**5.15**	**2.48**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceeded?	No	No	No	No	No	No

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by AVAQMD Rule 403. The dust control techniques include the following: water exposed surfaces three times daily, and limit speeds on unpaved roads to 25 miles per hour.
3. Threshold source: Antelope Valley Air Quality Management District, *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines Table 6, Significant Emissions Thresholds.* August 2016. In developing these thresholds, AVAQMD considered levels at which project emissions are cumulatively considerable. Consequently, exceedances of project-level thresholds would be cumulatively considerable.
4. Mitigation Measure 1 requires project construction to extend architectural coasting phase from one month (22 days) to 1.5 months (33 days).

Table 4
Construction Emissions (tons/year)[1,2]

Construction Year	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Unmitigated Construction Emissions						
Year 1 (2023)	0.13	0.96	1.49	<0.01	0.04	0.16
Year 2 (2024)	2.02	1.79	3.64	<0.01	0.06	0.40
Maximum Daily Emissions	**2.02**	**1.79**	**3.64**	**0.00**	**0.06**	**0.40**
AVAQMD Thresholds	25	25	100	25	15	12
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Mitigated Construction Emissions[4]						
Year 1 (2023)	0.13	0.96	1.49	<0.01	0.04	0.16
Year 2 (2024)	2.02	1.80	3.67	<0.01	0.06	0.40
Maximum Daily Emissions	**2.02**	**1.80**	**3.67**	**<0.01**	**0.06**	**0.40**
AVAQMD Thresholds[3]	25	25	100	25	15	12
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by AVAQMD Rule 403. The dust control techniques include the following: water exposed surfaces three times daily, and limit speeds on unpaved roads to 25 miles per hour.
3. Threshold source: Antelope Valley Air Quality Management District, *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines Table 6, Significant Emissions Thresholds.* August 2016. In developing these thresholds, AVAQMD considered levels at which project emissions are cumulatively considerable. Consequently, exceedances of project-level thresholds would be cumulatively considerable.
4. Mitigation Measure 1 requires project construction to extend architectural coasting phase from one month (22 days) to 1.5 months (33 days).

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. The mobile source emissions were based on the total number of daily trips anticipated to be generated by the proposed project. According to the local transportation assessment, the proposed project is anticipated to generate approximately 813 daily trips. In addition, since the proposed project would include warehouse uses, it is expected to attract heavy-duty vehicle traffic, mainly in the form of large multi-axle trucks. CalEEMod default fleet mix was adjusted to account for the heavy-duty truck traffic that would be generated by the project.

Table 5
Construction Schedule Per Mitigation Measure 1

Construction Phase	Proposed Start[1]	Proposed Duration[2,3]	Modified Duration[2,4]
Grading	September 2023	One month (22 days)	One month (22 days)
Building Construction	October 2023	Twelve months (264 days)	Twelve months (264 days)
Paving	April 2024	Two months (44 days)	Two months (44 days)
Architectural Coating	May 2024	One month (22 days)	1.5 months (33 days)

Notes:
1. Proposed start days for each construction phase are estimated and may not represent the exact dates.
2. Assuming a typical work week to be 5 days, one month of construction work would be approximately 22 days.
3. Provided by project applicant.
4. Mitigation Measure 1 requires project construction to extend architectural coating phase from one month to 1.5 months.

Table 6
Maximum Operational Emissions (pounds/day)[1]

Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Operational Emissions						
Mobile	3.07	11.80	30.60	0.11	2.87	0.68
Area	17.50	0.21	25.30	<0.01	0.03	0.04
Energy	0.22	3.91	3.29	0.02	0.30	0.30
Stationary Source[2]	0.00	0.00	0.00	0.00	0.00	0.00
Total Emissions[3]	**20.79**	**15.92**	**59.19**	**0.13**	**3.20**	**1.02**
AVAQMD Thresholds	137	137	548	137	82	65
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
2. The project would include one emergency generator and one firewater pump. As a conservative analysis, it is assumed that the emergency generator and firewater pump would operate for 24 hours per day during emergencies.
3. Totals may be off due to rounding.

Table 7
Maximum Operational Emissions (tons/year)[1]

Source	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Operational Emissions						
Mobile	0.52	2.16	4.82	0.02	0.52	0.12
Area	2.82	0.02	2.27	<0.01	<0.01	<0.01
Energy	0.04	0.71	0.60	<0.01	0.05	0.05
Stationary Source[2]	0.06	0.26	0.15	<0.01	0.01	0.01
Total Emissions[3]	**3.44**	**3.15**	**7.85**	**0.02**	**0.59**	**0.19**
AVAQMD Thresholds	25	25	100	25	15	12
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
2. The project would include one emergency generator and one firewater pump. As a conservative analysis, it is assumed that the emergency generator and firewater pump would operate for 24 hours per day during emergencies.
3. Totals may be off due to rounding.

Area source emissions would be generated from consumer products, architectural coatings, and landscaping. Energy would be consumed primarily from the use of electricity by the project for space heating and cooling, water heating, ventilation, lighting, appliances, landscaping equipment, and electronics. Criteria air pollutant emissions from electricity use were not quantified since criteria pollutants emissions occur at the site of the power plant, which is off-site. The proposed cold storage is assumed to be comprised entirely of frozen storage, at -10 degrees Fahrenheit; refrigeration of the warehouse would be fully powered by electricity and no natural gas would be used in this regard. One diesel emergency generator and one firewater pump are proposed on the project site for emergency purposes. For purposes of analysis, it was assumed that the emergency generator and firewater pump would operate for 24 hours per year during emergencies. As shown in Tables 6 and 7, both daily and annual total operational emissions would not exceed established AVAQMD thresholds and operational impacts would be less than significant.

Mitigation Measures

1. Prior to the issuance of grading permits, the applicant shall prepare and submit the final construction plan with an at least 1.5-month architectural coating phase to the Community Development Department, Planning and Permitting Division for review and approval.

2. The applicant shall submit the applicable permit applications and fees for any equipment or process that may not be exempt under District Rule 219, including emergency generators over 50 brake horsepower (bhp) to the Antelope Valley Air Quality Management District for processing and approval.

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

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

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

The project proposes the construction of a distribution warehouse; as such, it shall be considered a distribution center. However, the nearest sensitive receptor to the project site is a park (Apollo Community Regional Park), located approximately 2,270 feet to the northeast of the project site. As the project is not located with 1,000 of any sensitive receptors, the project is not anticipated to expose sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 and a Health Risk Assessment is not required.

Project construction may result in temporary increases in emissions of diesel particulate matter (DPM) associated with the use of off-road diesel equipment. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. As such, exposure to construction generated DPM would not be anticipated to exceed applicable thresholds (i.e., incremental increase in cancer risk of 1 in one million) during project construction.

The proposed warehousing project is anticipated to generate approximately 813 total daily trips. However, the toxic air contaminants (TAC) amount to which the receptors are exposed is the primary factor used to determine health risk. Due to the distance of the proposed project from the nearest sensitive receptor (2,270 feet), it is not anticipated that the proposed project would result in significant impacts in this regard. As such, project operation is not anticipated to result in significant exposure to TAC and impacts in this regard would be less than significant.

However, since the construction of the proposed project would result in the disturbance of the soil, it is possible individuals could be exposed to Valley Fever. Valley Fever or coccidioidomycosis, is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and

are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicelluar structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

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

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, implementation of Mitigation Measures 14 (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 3, below, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Mitigation Measures

3. Prior to ground disturbance activities, the project operator shall provide evidence to the Development Services 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 Development Services Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Development Services Director regarding the "Valley Fever Training Handout" and Session(s) shall include the following:

    - A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
    - Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.
    - Training on methods that may help prevent Valley Fever infection.
    - A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the county. This proof can be via printed training

materials/agenda, DVD, digital media files, or photographs.

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 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 construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Development Services Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Development Services 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 from heavy-duty equipment exhaust and architectural coatings. Construction of the proposed project is not anticipated to produce significant objectionable odors as any odors would be short-term in nature and cease upon project completion. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types of uses are not part of the proposed project as the proposed project is an industrial distribution/warehouse facility. Therefore, impacts would be less than significant.

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

a. A biological resources assessment of the project site was conducted by Michael Baker International and documented in a report entitled "Results of a Biological Resources Assessment for SPR 23-003 – City of Lancaster, County of Los Angeles, California" and dated May 10, 2023. As part of the biological resources assessment, both a literature review and field survey were conducted.

A field survey of the project site was conducted on March 8, 2023. All vegetation on the subject site was mapped and all plant and wildlife species observed/detected were recorded. Plant species observed during the field survey were identified by visual characteristics and morphology while wildlife species were identified by sight, calls, tracks, scat or other types of evidence.

No natural vegetation community was observed or mapped within the project site and the only land cover type present is classified as disturbed. The disturbed on-site habitat is primarily composed of bare ground, with some areas of vegetative cover by non-native herbaceous species. No trees, including western Joshua tree, occur within the project site. No special status plant species were identified on the project site and none are expected to occur. As such, no impacts to plants species would occur.

Only one wildlife species was detected during the survey, common raven (*Corvus corax*). A total of 23 special status wildlife species have been recorded in the USGS Lancaster West, Del Sur, Little Buttes, and Rosamond quadrangles. Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions and elevation ranges, the project site is not expected to support burrowing owl but they could occur. Desert tortoise, Mohave ground squirrel, and Swainson's hawk would not occur on the project site for reasons discussed in the biological report and no impacts would occur.

A focused burrowing owl habitat assessment was completed on April 17, 2023 and is contained in an appendix to the biological report. No individuals, suitable burrows, or any sign of burrowing owl were detected during this assessment. With a lack of suitable foraging habitat on-site, the species is currently not expected to occur. However, to ensure that impacts to burrowing owl do not occur, a mitigation measure requiring a preconstruction survey is required. With implementation of this mitigation measure and a preconstruction nesting bird survey, impacts would be less than significant.

Mitigation Measures

4. A nesting bird survey shall be conducted by a qualified biologist within 14 days prior to the start of construction/ground disturbing activities. If active bird nests are identified during the survey, the applicant shall contact the California Department of Fish and Wildlife to determine the appropriate mitigation/management requirements. Impacts to nesting birds will be avoided by delay of work or establishing a buffer of 500 feet around active raptor nests and 50 feet around other migratory bird species. A qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturbs the birds and if the buffer shall be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the qualified biologist to search for any new bird nests in the restricted area.

5. A pre-construction burrowing owl clearance survey shall be conducted no more than 30 days prior to any vegetation removal or ground disturbing activities to avoid impacts to burrowing owls and/or occupied burrows. The pre-construction clearance survey shall be conducted by a qualified biologist and in accordance with the methods outlined in the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). Documentation of surveys and findings shall be

submitted to the City of Lancaster for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance and minimization measures shall be required.

If an occupied burrow is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a "no-disturbance" buffer around the burrow location(s). The size of the "no-disturbance" buffer shall be determined in consultation with CDFW and be based on the species status (i.e., breeding, non-breeding) and proposed level of disturbance. If an occupied burrow is found within the development footprint and cannot be avoided, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to CDFW for approval prior to initiating project activities.

b. A portion of the project site was previously grading and standing water was present during the field survey within stormwater detention channels occurring on-site and had ponded in low areas within the project site during significant rain events occurring in January and February 2023. However, no jurisdictional drainage or potential wetland features were observed within the boundaries of the project site. Therefore, no impacts would occur.

c. There are no State or federally protected wetlands on the project site as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur.

d. Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes, while linkages generally refer to broader areas that provide movement opportunities for multiple keystone/focal species or allow for propagation of ecological processes (e.g., for movement of pollinators), often between areas of conserved land.

The project site is highly disturbed with undisturbed desert scrub habitat surroundings the general area. Although the project site is connected to native desert scrub habitat in the general area, vehicle roadway/traffic, airline noise/disturbance, 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, impacts would be less than significant.

e. The proposed project would not conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. The proposed project would be subject to the requirements of Ordinance No. 848, Biological Impact Fee, which requires the payment of $770/acre to offset the cumulative loss of biological resources in the Antelope Valley as a result of development. This fee is required of all projects occurring on previously undeveloped land regardless of the biological resources present and is utilized to enhance biological resources through education programs and the acquisition of property for conservation. Therefore, no impacts would occur.

f. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans which are applicable to the project site. The West Mojave Coordinated Habitat Conservation Plan only applies to federal land, specifically land owned by Bureau of Land Management. In conjunction with the Coordinated

Management Plan, a Habitat Conservation Plan (HCP) was proposed which would have applied to all private properties within the Plan Area. However, this HCP was never approved by the California Department of Fish and Wildlife nor was it adopted by the local agencies (counties and cities) within the Plan Area. As such, there is no HCP that is applicable to the project site and no impacts would occur.

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

a-c. A cultural resources report was prepared for the project site by RT Factfinders Cultural Resources and documented in a report entitled "Phase I Cultural Resource Investigation for Approximately 32-Acres South of Fox Airfield, Lancaster, Los Angeles County, California" dated April 2017. This was utilized for the current project and is summarized below. Additionally, a portion of the project site was graded as part of the previously approved project prior to the project being discontinued.

Prior to conducting the field survey, a records search for other surveys encompassing the project site was conducted. The project site has been previously surveyed as part of larger survey efforts. During a 120-acre survey in 2002, seven prehistoric isolates and four isolated fossil large mammal teeth fragments were found. However, none of these isolates were found on the 32-acre project site. Three other surveys were conducted as part of the runway expansion and the US Forest Service air tank facility in 1993 north of the project site. No cultural resources were identified during any of these surveys. Additionally, a Sacred Lands search was requested for the project site from the Native American Heritage Commission with negative results.

On April 7, 2017, a pedestrian survey of the project site was conducted by walking parallel transects spaced approximately 15 meters apart. No prehistoric or historic period sites or artifacts were found during the survey. A few scattered pieces of clear, brown, and green bottle fragments, chunks of concrete and one unidentifiable brick were found on the project site; however, these are not considered potential cultural resources. While no cultural resources were identified on the project site during the survey and no response was received during the AB 52 process, mitigation measures have been included to ensure the proper procedures and reporting requirements are followed in the event of previously unknown cultural resources are identified during construction. No human remains, including those interred outside of formal cemeteries are known to occur or are expected to occur on the site. However, in the event that cultural resources are encountered during the course of construction activities, all work shall cease until a qualified archaeologist determines the proper disposition of the resource. With implementation of the mitigation measures, impacts would be less than significant.

Mitigation Measures

6. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Fernandeno Tataviam Band of Mission Indians and the San Manuel Band of Mission Indians shall be contacted regarding any pre-contact and/or post-contact historic era finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

7. In the event that cultural resources are discovered during project activities, and the find deemed to be significant as defined by CEQA (as amended, 2015), the applicant shall retain a professional Native American monitored procured by the Fernandeno Tataviam Band of Mission Indians to observe all remaining ground-disturbing activities including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, clearing, driving posts, auguring, blasting, stripping topsoil or similar activity and archaeological work.

8. The applicant shall, in good faith, consult with the Fernandeno Tataviam Band of Mission Indians and the San Manuel Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

9. If human remains or funerary objects are encountered during any construction activities associated with the proposed project, work within 100-foot buffer shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5.

10. If significant Native American resources are discovered and avoidance cannot be ensured a Secretary of Interior qualified archaeologist shall be retained to develop a cultural resource Treatment Plan, as well as a Discovery and Monitoring Plan. A copy of the draft document shall be provided to the appropriate tribe(s) for review and comment. All in field investigation, assessment and/or data recovery pursuant to the Treatment Plan shall be monitored by a Tribal Monitor. Additionally, the applicant and the City of Lancaster shall consult with the appropriate tribe(s) on the discussion and treatment of any artifacts or other cultural materials encountered during the project.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. 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 site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption.

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

The proposed project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The proposed 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. Furthermore, the electricity provider is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor owned utilities electric service provides, and community choice aggregators (CCA) to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from

resources, which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

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

Additionally, an energy assessment was prepared for the proposed project by Michael Baker International and documented in a report entitled "Energy Assessment, SPR 23-003, Lancaster, California" and dated May 30, 2023. This technical report provides additional information on regulatory requirements with respect to reductions in energy consumption and provides an estimate of the energy requirements for the building. The proposed distribution facility is anticipated to require approximately 22,871 megawatt hours (MWh) of electricity per year and 145,681 therms of natural gas per year. This electricity and natural gas demand would satisfied through a variety of sources including the installation of solar and battery storage to the extent practicable. Therefore, impacts would be less than significant.

b. In 1978, the California Energy Commission (CEC) established Title 24, California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2016 standards went into effect on January 1, 2017 and substantially reduce electricity and natural gas consumption. Additional savings result from the application of the standards on building alterations such as cool roofs, lighting, and air distribution ducts.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. An updated version of both the California Building Code and the CalGreen Code went into effect on January 1, 2023.

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

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

a. The project site is not identified as being in or in proximity to a fault rupture zone (LMEA Figure 2-5). According to the Seismic Hazard Evaluation of the Lancaster East and West Quadrangles, the project site may be subject to intense seismic shaking (LMEA pg. 2-16). However, the

proposed project would be constructed in accordance with the seismic requirements of the Uniform Building Code (UBC) adopted by the, which would render any potential impacts to a less than significant level. The site is generally level and is not subject to landslides (SSHZ).

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. This phenomenon occurs in saturated soils that undergo intense seismic shaking typically associated with an earthquake. There are three specific conditions that need to be in place for liquefaction to occur: loose granular soils, shallow groundwater (usually less than 50 feet below ground surface) and intense seismic shaking. In April 2019, the California Geologic Survey updated the Seismic Hazard Zones Map for Lancaster (SSHZ) (https://maps.conservation.ca.gov/cgs/EQZApp/app/). Based on these maps, the project site is not located in an area at risk for liquefaction. No impacts would occur.

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

Mitigation Measures

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

c. Subsidence is the sinking of the soil caused by the extraction of water, petroleum, etc. Subsidence can result in geologic hazards known as fissures. Fissures are typically associated with faults or groundwater withdrawal, which result in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment, the closest sinkholes and fissures to the project site are located in the vicinity of 50th Street West and Avenue G. However, the project site is not known to be within an area of subject to sinkholes, subsidence (LMEA Figure 2-3) or any other form of soil instability. The proposed project would be required to have a geotechnical study prepared and all recommendations followed as part of the building permit process. These recommendations would ensure that any impacts associated with forms of soil instability would be less than significant. For a discussion of potential impacts regarding liquefaction, please refer to Item VI.a.

d. The soil on the project site is characterized by a low shrink/swell potential (LMEA Figure 2-3), which is not an expansive soil as defined by Table 18-1-B of the Uniform Building Code. A soils report on the soils within the project site shall be submitted to the City by the project developer prior to grading of the property and the recommendations of the report shall be incorporated into the development of the property. Therefore, impacts would be less than significant.

e. The proposed project would be tied into the sanitary sewer system. No septic or alternative means of waste water disposal are part of the proposed project. Therefore, no impacts would occur.

f. A portion of the project site was previously graded as part of a former project that is no longer moving forward. No paleontological resources were identified in the cultural resources report that was previously prepared for the project site and no paleontological resources are anticipated to occur as a result of the previous grading on the project site. As such, no impacts would occur.

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

a. A greenhouse gas study was conducted by Michael Baker International for the proposed project and documented in a report entitled " Greenhouse Gas Emissions Assessment, SPR 23-003, Lancaster, California" and dated May 30, 2023.

Direct project-related greenhouse gas (GHG) emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model (CalEEMod) version 2022.1 was utilized to calculate direct and indirect project related GHG emissions and are summarized in Table 8. As shown in Table 8, the combined direct and indirect GHG emissions would total 12,564 $MTCO_2e$ per year (13,849 tons CO_2e per year). This is less than the AVAQMD threshold of 100,000 tons per year and impacts would be less than significant.

b. The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The 2022 Scoping Plan provides measures to achieve Senate Bill (SB) 32 targets and the SCAG RTP/SCS contains measures to achieve VMT reductions required under SB 375. An analysis of the project's consistency with the scoping plan is found in Table 9 while the RTP/SCS is discussed in the land use section.

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

Table 8
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_20	Refrigerants	CO_2e
	Metric Tons/Year[1]				
Direct Emissions					
Construction (amortized over 30 years)[2]	37.83	<0.01	<0.01	0.04	38.60
Mobile Source	1,898	0.04	0.21	3.07	1,964
Area Source	8.48	<0.01	<0.01	0.00	8.51
Refrigerants	0.00	0.00	0.00	2,387	2,387
Stationary Source	28.20	<0.01	<0.01	0.00	28.30
Total Direct Emissions[2]	2,517	0.06	0.23	2,391	4,978
Indirect Emissions					
Energy	7,162	0.41	0.04	0.00	7,185
Water	233.0	3.89	0.09	0.00	358.00
Solid Waste	12.20	1.2	0.00	0.00	42.60
Total Indirect Emissions[2]	7,407	5.52	0.13	0.00	7,586
Total Project Emissions (metric tons/year)	**12,564 MTCO2e/year**				
Total Project Emissions (tons/year)[4]	**13,849 tons CO2e/year**				
AVAQMD GHG Threshold	100,000 tons CO2e/year				

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.
3. The project would not consume natural gas.
4. Total project related GHG emissions was converted from metric tons of CO_2e per year to tons of CO_2e per year to compare to AVAQMD's GHG threshold. Source: U.S. Environmental Protection Agency, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed May 23, 2023.

Table 9
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth/Vehicle Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The project would provide bicycle parking spaces and EV parking spaces, which would promote alternative modes of transportation to reduce VMT. Additionally, the project would pay the City's VMT Impact Fee.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030.	**Consistent**. The project would install energy efficient appliances, utilize water-efficiency irrigation, and install drought-tolerant landscape. According to the project Applicant, the project would be part of a nation-wide Leadership in Energy and Environmental Design (LEED) volume program which ensures all newly constructed buildings (by the project Applicant) are LEED-certified.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The proposed project would have separate compactors for recycling, trash, and organics.

The proposed project would also be in compliance with the greenhouse gas emission goals and policies identified in the City of Lancaster's General Plan (pgs. 2-19 to 2-24) and with the City's Climate Action Plan. Specifically, the proposed project would be consistent with the following measures identified in the climate action plan. Therefore, impacts would be less than significant.

Energy

- Measure 4.2.1a: Renewable Energy Purchase Plan – All development receives its power from Lancaster Choice Energy unless the entity chooses to opt out. The standard mix provides power that is 35% renewable while customers can upgrade to the 100% renewable energy plan.

- Measure 4.2.1d: Battery Storage – Behind the Meter – The applicant will be utilizing a variety of power sources including solar and battery storage to ensure the availability of power for the facility.

Water

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

Waste

- Measure 4.5.1b: Recycling Incentives – Compactor facilities will be located at the docks to separate waste into trash, recycling and organics.

Community

- Measure 4.7.3a: Xeriscaping – All landscaping within the development would be native and/or drought tolerate in accordance with the City's Municipal Code.

- Measure 4.7.4c: Conservation Habitat Acquisition – All development projects are required to pay a Biological Impact Fee ($770/acre) to offset the overall loss of biological resources within the Antelope Valley. This fee is utilized to fund the acquisition of habitat which is placed under a conservation easement. The proposed development would be required to pay approximately $29,260.

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. 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. The proposed project consists of the construction and operation of a 581,000 square foot industrial warehouse and distribution facility with cold (frozen) storage. In addition to the building, the project site would be improved with parking areas, drainage basins, and landscaping. The building would be a mix of concrete tilt-up construction and insulated metal panels to ensure the most efficient operation of the cold storage facility. Typical construction materials would be utilized during the development of the proposed project. The Antelope Valley

Freeway is designated as a hazardous materials transportation corridor (LMEA p. 9.1-4 and Figure 9.1-4). However, the project site is approximately 2.5 miles west of the freeway and is not likely to be impacted by accidents on the freeway. All project operations would be in accordance with applicable regulations. Development of the project site would not involve the demolition of any structures and therefore, would not expose individuals or the environment to asbestos containing materials or lead-based paint. Therefore, impacts would be less than significant.

c. The project site is not located within a quarter mile of an existing or proposed school. The closest school to the project site is Desert View Elementary School located at 1555 West Avenue H-l0. This is approximately two miles southeast of the project site. Additionally, the proposed project would not emit hazardous emissions or handle hazardous/acutely hazardous materials, substances, or waste. Therefore, no impacts would occur.

d. A Phase I Environmental Site Assessment was prepared for the project site by Michael Baker International and documented in a report entitled "Phase I Environmental Site Assessment, SPR 23-003, Assessor's Parcel Number 3105-001-042, Lancaster, California" and dated May 17, 2023.

A survey of the project site and immediately adjoining properties was conducted on March 9, 2023. The property consists of partially graded vacant land as a result of a previously approved project that is no longer moving forward. Multiple unimproved dirt roads with truck tracks were observed on the project site. No evidence of development was observed for the northern portion of the project site. No structures are located on the subject property. Fencing was observed along the northern property line. During the survey no hazardous substances/petroleum products, leaking or staining, above ground/under ground storage tanks, spills, polychlorinated biphenyls, wells, sewage disposal, drains, sumps, pits, ponds, or lagoons were observed on the project site. No indication of on-site solid waste disposal practices were observed; however, miscellaneous trash and debris was noted throughout the project site. Therefore, no recognized environmental concerns were observed on the project site.

Adjoining uses observed include airport (General William J Fox Airfield and associated facilities), military uses (California National Guard Armory), industrial uses, distribution facility and vacant land. No visible or physical evidence was observed to suggest a surface release of petroleum based material on adjoining properties or the unusual/suspicious materials handling or storage practices. Typical utilities were noted off-site along 45th Street West and Avenue G; no staining or leaking was observed with respect to these off-site utilities.

In addition to the site survey, a regulatory database search was conducted for the project and the immediately surrounding properties within the specified search distances by EDR. The subject site was not identified on any regulatory database. Eight off-site regulatory properties were identified within a one-mile radius of the project site: four adjoining properties and four adjacent properties. The information regarding these properties is summarized below and detailed information is contained within the Phase I Report.

- M.H Aviation, Inc (4651 William J Barnes Avenue): Classified as a reupholstery and furniture repair facility. Reported as a non-generator of hazardous waste. No violations were reported.

- Brothers' Swiss (4531 Runway Drive): Classified as an "All Other Waste Management Services" facility. Reported as a non-generator of hazardous waste. No violations were reported.

- The Sygma Network Inc. (46905 47th Street West): Reported as a non-generator of hazardous waste in 2006. Classified as a general line grocery wholesaler, hazardous waste generator, hazardous chemical management, aboveground petroleum storage facility and chemical storage facility. Associated with one aboveground storage tank of unknown capacity. Several violations were report during the most recent compliance evaluation inspection (October 3, 2022); however, several of these violations were administrative in nature, and none reported releases of hazardous materials. Several violations were reported during previous inspections and the facility later returned to compliance.

- Fox Airfield/Terminal Building/Fox Air Tank Base (4555 West Avenue G): The site is classified as a Leaking Underground Storage Tank (LUST) Cleanup Site with a Complete – Case Closed status as of August 2018. The Fox Airfield facility is associated with an unknown number of underground storage tanks containing motor vehicle fuel, several of which are reported to have an active status and several of which are reported to have last been used in 1983. The Terminal Building Facility is classified as a LUST Cleanup Site with a Completed – Case Closed status as of August 2018.

- American Airports – Fox Field (4725 William J Barnes Avenue): The facility has an Open status in the Los Angeles Co. HMS database.

- Adjacent Properties: Although four adjacent properties were listed, no reported regulatory properties have been identified that also present a potential concern to groundwater underlying the project site. Report adjacent regulatory properties are considered to have a low potential of affecting the subject property for one or more of the following reasons: distance from the subject property, direction of anticipated groundwater flow, site status, and/or no contamination has been reported.

Based on the information provided in the Phase I, there is no evidence of recognized environmental conditions related to the project site and impacts would be less than significant.

e. The project site is located within the boundaries of the General William J Fox Airfield Land Use Compatibility Plan. Within the plan, the project site is located in Zone D.

Zone D is designated "Primary Traffic Patterns" and prohibits hazards to flight (e.g., tall objects, visual/electronic forms of interference, increase in birds, etc.) and requires a deed notice. However, industrial uses are not prohibited and the project would not require an airspace review as the building is not over 100 feet. The project would also not exceed the maximum number of people per acre (300 people per single acre; 150 people average) as it is a distribution facility that is anticipated to employ approximately 221 individuals.

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

f. Access to the project site would be taken from 45th Street West and William J Barnes Avenue. These roadways are already improved roadways and the proposed project would add any improvements necessary to meet current standards. Neither 45th Street West nor William J Barnes Avenues are identified as evacuation routes. However, the Antelope Valley Freeway (State Route 14) is designated as an evacuation route. Based on the traffic study prepared for the proposed project, the development is expected to generate approximately 813 daily trips with a mix of employee/visitor vehicles and large trucks. This amount of traffic is not anticipated to cause any operational or safety issues at any of the area intersections and the freeway can handle the increase in the traffic volumes. However, the proposed project would be condition to install any necessary improvements to ensure the smooth, efficient and safe operation of the surrounding roadways. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan.

g. The property surrounding the project site is undeveloped and could be subject to vegetation fires. However, the project site is located within the boundaries of Fire Station No. 130, located at 44558 40th Street West. This fire station would serve the project site in the event of a fire with additional support available from other fire stations. Therefore, impacts from wildland fires would be less than significant.

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

a. The project site is not located in the immediate vicinity of an open body of water or in an aquifer recharge area. The small lake at Apollo Park is located approximately 0.25 miles to the northeast and the Amargosa Creek (desert wash) is located approximately 2.5 miles to the east on the eastern side of the Antelope Valley Freeway. The proposed project would be required to comply

with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program establishes a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The reduction of pollutants in urban storm water discharge through the use of structural and nonstructural Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations. BMPs that are typically used to management runoff water quality include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (grass swales, infiltration trenches and grass filter strips) into landscaping and implementing educational programs. The proposed project would incorporate appropriate BMPs during construction, as determined by the City of Lancaster Public Works Department. Therefore, impacts would be less than significant.

The proposed project consists of the construction of a 581,000 square foot industrial warehouse/distribution facility with cold storage. The proposed project would contain a two drainage basins, and landscaping would be provided around the perimeter of the site and throughout the parking areas. Additionally, the proposed project would comply all applicable rules and regulations regarding wastewater and would be registered with the Sanitation District as an industrial wastewater generator. As such the proposed project would not violate water quality standards and impacts would be less than significant.

b. The proposed project would not include any groundwater wells or pumping activities. All water supplied to the proposed project would be obtained from Los Angeles County Waterworks, District 40. Therefore, impacts would be less than significant.

c. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated the paving of the parking areas and the construction of the buildings. The proposed project would be designed, on the basis of a hydrology study, to accept current flows entering the property and to handle the additional incremental runoff from the developed sites. Therefore, impacts from drainage and runoff would be less than significant.

The project site is designated as Flood Zone X per the Flood Insurance Rate Map (FIRM) (06037C0405F). Flood Zone X is located outside of both the 100-year flood zone and the 500-year flood zone. Therefore, impacts would be less than significant.

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. Apollo Park contains a small lake which is located approximately 0.25 miles to the northeast. 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. Therefore, no impacts would occur.

e. The proposed project would not conflict with or obstruct the implementation of the applicable water quality control plan or sustainable groundwater management plan. For additional information, see responses X.a through X.c. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. 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 proposed project consists of the construction and operation of a 581,000 square foot industrial warehouse/distribution facility with cold storage (frozen) on approximately 32 acres. The project site is located within the Fox Field Specific Plan area which is designated for a mix of industrial type uses. The northern and eastern property boundaries are formed by William J Barnes Avenue and 45th Street West, respectively. The property to the east is developed with Sygma Distribution facility. The property further to the north is with a variety of industrial uses and the William J Fox Airfield. developed with the California National Guard Armory. The property to the south is partially vacant and the remainder of the property is developed with a small industrial business park with several industrial businesses. The proposed project would not block a public street, trail, or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.

b. The proposed project is consistent with the City's General Plan and the Fox Field Specific Plan (SP 95-02) and must be in conformance with the Lancaster Municipal Code. Table 10 provides a consistency analysis of the proposed project with respect to the relevant goals, objectives, and policies of the General Plan. The proposed project will be in compliance with the City-adopted Uniform Building Code (UBC) and erosion control requirements (Section VII). Additionally, as noted Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. As the proposed project does not involve the provision of housing nor is housing permitted under the specific plan or light industrial zoning, a consistency analysis with the Housing Element was not conducted.

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 supply.	No groundwater pumping will occur as part of the proposed project. All water supplied to the development will be provided by Los Angeles County Waterworks District #40 in accordance with existing regulations and agreements.
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	The landscaping proposed as part of the project would be aesthetically pleasing and native/drought tolerant in accordance with the City of Lancaster's Municipal Code, Section 8.50 and the requirements of the Fox Field Specific Plan.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The proposed facility will be designed and constructed in compliance with the Uniform Building Code and the California Green Building Code which include water conservation requirements.
Policy 3.3.1: Minimize the amount of vehicular mile traveled.	The proposed development will provide another source of jobs for the local economy. This will allow residents to work in the Antelope Valley instead of commuting to the Los Angeles basin for work. This would reduce the amount of VMT generated for work-based trips. Additionally, the project would pay the City's VMT Mitigation Impact Fee to reduce their VMT impacts. This fee would be utilized to install alternative transportation improvements within the City.
Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.	The proposed project would install bicycle parking for employees and visitors. Additionally, site improvements along William J Barnes Avenue and 45th Street West would assist in making the area more pedestrian friendly.
Policy 3.3.3: Minimize air pollutant emissions by new and existing development.	The proposed project could comply with all air district regulations regarding air emissions and dust control. Mitigation has been included to reduce the daily ROG emissions during construction, minimize dust and ensure all equipment is properly permitted. All emissions associated with the construction and operation of the project would be less than significant with mitigation.

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 discusses the biological resources on the project site and identifies mitigation measures to ensure impacts to these resources are less than significant.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	The proposed project will comply with all dust control and erosion measures. These include best management practices as identified in NPDES and the air quality regulations pertaining to dust control.
Policy 3.5.2: Since certain soils in the Lancaster study area have exhibited shrink-swell behavior and a potential for fissuring, and subsidence may exist in other areas, minimize the potential for damage resulting from the occurrence of soils movements.	A geotechnical study is required to be prepared by a registered professional engineer and submitted to the City as part of the grading and building plans. All recommendations within the study are required to be followed.
Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.	The proposed project would be built in an area that has been designated for industrial type uses. It would provide additional job opportunities for local residents which would reduce the amount of energy consumed on transportation.
Policy 3.6.2: Encourage innovate building, site design, and orientation techniques which minimize energy use.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code. To the extent feasible solar and battery storage would be incorporated onto the building.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code. To the extent feasible solar and battery storage would be incorporated onto the building.
Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.	The proposed project would obtain its energy from Lancaster Choice Energy which provides energy from a variety of sources including wind and solar. Additionally, the proposed project would install solar panels and battery storage on the building to the extent feasible.
Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.	The proposed project would not block the views of any scenic resources availability from the project site. Additionally, landscaping would installed around the perimeter of the site to help screen the loading docks from public view.
Policy 4.3.1: Ensure that noise-sensitive land uses and noise generators are located and	The proposed development meets the noise standards of the City's General Plan.

designed in such a manner that City noise objectives will be achieved.	Additionally, the closest sensitive noise receptor is Apollo Park located approximately 2,270 feet to the northeast.
Policy 4.4.2: Limit the uses surrounding airport facilities at Fox Field, Edwards Air Force Base, and Plant 42 to ensure their continued safe operation.	The proposed project is located within the boundaries of the Fox Field Airport Land Use Plan. The project complies requirements of the Land Use Plan and would not impact the operation of the Fox Field airfield.
Policy 4.5.1: Ensure that activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible manner which protects the public health and safety.	The proposed project would utilize common hazardous materials during its construction and operations including oils/lubricants, pesticides, cleaning agents, etc. All use would be in accordance with applicable rules and regulations. Additionally, no fueling operations would take place on the project site.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	The proposed project would be developed in accordance with all applicable fire code regulations. Additionally, fire hydrants would be installed both on/off site and the site is within the service boundaries of several fire stations.
Policy 9.1.2: Maintain ongoing, open communication with area school districts, and take a proactive role to ensure that communication is maintained.	All projects are routed to the appropriate school districts for review to ensure that they can adequately provide for any new students as a result of development projects.
Policy 14.1.1: Design the City's street system to serve both the existing population and future residents.	The proposed project would improve 45th Street West, 47th Street West and William J Barnes Avenue, as applicable, to meet the requirements established by the City of Lancaster and the Fox Field Specific Plan.
Policy 14.1.4: Encourage the design of roads and traffic controls to optimize the safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.	47th Street West, 45th Street West, and William J Barnes Avenue would be improved, as necessary, to meet the amount of traffic utilizing these roadways. Additionally, the project would provide adequate parking on the project site.
Policy 14.2.2: Manage the City's roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes.	The proposed project would install enhanced landscaping between public roadways and the loading docks. Additionally, roadways adjacent to the project site would be improved to meet City standards.
Policy 14.5.1: Provide adequate roadways and a support system to accommodate both automobile and truck traffic.	The project site is located along 47th St W, 45th St W, and William J Barnes Ave. Ave G provides access to these roadways from the freeway. These roadways would be able to handle the traffic generated by the project.

Policy 15.1.2: Cooperate with local water agencies to provide an adequate water supply system to meet the standards for domestic and emergency needs.	The proposed project would obtain its water from Los Angeles County Waterworks District 40 in accordance with existing regulations and requirements.
Policy 15.3.1: Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.	The necessary utilities and services to support the proposed project are located within vicinity of the site or can be easily extended to serve the project site.
Goal 16: To promote economic self-sufficiency and a fiscally solvent and financially stable community.	The proposed project would generate approximately 221 new permanent jobs and revenues associated with the construction and operation of the facility.
Policy 16.3.1: Promote development patterns which will minimize the costs of infrastructure development, public facilities development and municipal service cost delivery.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses.
Policy 17.1.4: Provide for office and industrial based employment-generating lands which are highly accessible and compatible with other uses in the community.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses. Additionally, the close proximity to the Antelope Valley Freeway makes the project site easily accessible.
Policy 18.2.2: Encourage appropriate development to locate so that municipal services can be efficiently provided.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses or the infrastructure can be provided.

In addition to the City's General Plan, the Southern California Association of Governments (SCAG) adopts a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every five years. On May 7, 2020, SCAG adopted by 2020-2045 RPT/SCS, known as Connect SoCal for federal transportation community purposes only. On September 3, 2020, SCAG adopted Connect SoCal for all other purposes. The RTP/SCS identifies ten regional goals; these goals are identified in Table 11 along with the project's consistency with these goals.

Table 11
Connect SoCal Consistency Analysis

Goals	Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	The proposed project is anticipated to generate 221 permanent jobs. This would help support the regional economic property and global competitiveness of the Antelope Valley and surrounding areas.
Goal 2: Improve mobility, accessibility, reliability and travel safety for people and goods.	The project site is approximately 2.5 miles west of the Antelope Valley Freeway along a major arterial. The close proximity to the freeway will facilitate the movement of goods.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	This goal is not applicable to the proposed project.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	The proposed project would provide a distribution facility to increase the ability to move goods within a short period of time. However, the project would not make changes to the existing transportation network.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	The proposed project would provide a warehouse distribution facility in close proximity to potential end users of the goods. It would also create 221 new jobs which would allow individuals to work local instead of community thereby reducing greenhouse gases and improving air quality.
Goal 6: Support health and equitable communities.	This goal is not applicable to the proposed project.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	See response to Goal 5.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	This goal is not applicable to the proposed project.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	There is no housing associated with the proposed project. This goal is not applicable to the proposed project.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	This goal is not applicable to the proposed project.

Additionally, the project site is located within the boundaries of the General William J Fox Airfield Land Use Compatibility Plan. Specifically, the project site is located within Zone D of the plan which is designated as Primary Traffic Patterns. The proposed project meets the development requirements of plan. However, to ensure that no conflicts arise from the

development of the proposed project, the mitigation measure identified below requiring coordination with the Los Angeles County Airport Land Use Commission is required. With implementation of the identified mitigation measure, impacts would be less than significant.

Mitigation Measures

12. Prior to the start of construction, the applicant shall consult with the Los Angeles County Airport Land Use Commission to ensure any potential issues associated with the development of the proposed project and the operation of the airport are resolved.

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

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

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

a. A noise study was prepared by Michael Baker International to assess the construction and operational noise levels associated with the proposed project. The results of the study were documented in a report entitled "Noise Assessment, SPR 23-003, Lancaster, California" and dated May 30, 2023. As part of the analysis, short-term noise measurements were taken on March 9, 2023 at three locations around the project site. These measurements were taken during off-peak times (9:30 a.m. to 11 a.m.) to provide a more conservative baseline. The locations of the noise reading and the results can be found in Table 12.

Table 12
Noise Measurements (dBA)

Site No.	Location	Leq	Lmin	Lmax	Peak	Start Time
1	Northwest corner of Apollo Park – southern parking lot	52.2	35	68.4	88.1	9:51 a.m.
2	100 feet north of Ave H and 50th St West intersection	57.3	32.3	78.5	68.6	10:23 a.m.
3	90 feet southwest of 60th St and Ave G	57.5	31.4	73.0	87.8	10:48 a.m.

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would occur over approximately 13 months and would include the following phases: excavation, grading, building construction, paving, and architectural coating. Ground-borne noise and other types of construction-related noise impacts would typically occur during the grading phases. Typical noise levels generated by specific types of construction equipment at varying distances from a sensitive receptor are shown in Table 13. These distances were selected to match the distance the closest sensitive receptor (2,270 feet – Apollo Park) and the closest residential use (4,975 feet).

Table 13
Maximum Noise Levels Generated by Typical Construction Equipment (dBA)

Type of Equipment	Acoustical Use Factor[1]	Lmax at		
		50 feet	2,270 feet	4,975 feet
Backhoe	40	78	45	38
Concrete Mixer Truck	40	79	46	39
Concrete Saw	20	90	57	50
Crane	16	81	48	41
Dozer	40	82	49	42
Excavator	40	81	48	41
Forklift	20	75	42	35
Generator	50	81	48	41
Grader	40	85	52	45
Loader	40	79	46	39
Paver	50	77	44	37
Roller	20	80	47	40
Tractor	40	84	51	44
Water Truck	40	75	42	35
General Industrial Equipment	50	85	52	45

1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

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

Noise levels depicted in Table 13 represent maximum sound levels (Lmax), which are the highest individual sound occurring at an individual time period. As such, construction noise would not exceed the 80 dBA Lmax noise level limit at nearby sensitive receiver locations Furthermore, the project would comply with the City's allowable construction hours specified in Municipal Code Section 8.24.040, *Loud, unnecessary and unusual noises prohibited - Construction and Building*, which permits construction activities between 7:00 a.m. to 8:00 p.m. Monday through Sunday. Compliance with the Municipal Code would minimize impacts from construction noise, as construction would be limited to the permitted times. Therefore, a less than significant noise impact would occur with respect to construction noise. However, construction best management practices with respect to noise have been included as mitigation measures below to ensure that impacts remain less than significant.

Operations

The proposed project would result in some additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. The most prominent source of mobile traffic noise in the project vicinity is along Avenue G and the Antelope Valley Freeway. According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). The proposed project is anticipated to generate 813 total daily trips. The proposed project would not double the existing traffic volumes along roadways near the sensitive receptors and an increase in traffic noise along local roadways near the sensitive receptors would be imperceptible. Project-related traffic noise impacts would be less than significant.

Mechanical equipment, slow-moving trucks, back-up alarms for trucks, and parking lot activities would generate noise during on-site operations, which could occur 24-hours per day. These operations would be typical of a distribution/warehousing facility. Between 20 and 40 rooftop HVAC units would be installed on the roof of the building and generate noise levels of 60 dBA at 20 feet from the source. Noise generated by stationary sources typically attenuates at a rate of 6 dBA per doubling of distance from the source. Additionally, all roof top equipment would be screened from public view. Based on an attenuation rate, the noise generated by the HVAC units would not be perceptible at the closest sensitive receptors. As such, impacts would be less than significant in this regard.

The predominant noise source during on-site operations would be from on-site truck movements and idling. Typically, slow movements from these trucks can generate a maximum noise level of approximately 79 dBA at 50 feet. The nearest sensitive receptor to the project site is the Apollo Community Regional Park, located approximately 2,270 feet to the northeast of the project site. At this distance, noise levels from slow-moving trucks would be approximately 39 dBA. As such, impacts from truck operations on-site.

116 trailer parking stalls are proposed for the warehouse along the northern and southern project boundaries. In addition, loading docks would be provided along the northern and southern boundaries of the proposed warehouse. Medium- and heavy-duty trucks reversing into truck loading docks and parking stalls would produce noise from back-up alarms (also known as backup beepers). Back-up beepers produce a typical volume of 97 dBA at one meter (i.e., 3.28

feet) from the source. At the closest sensitive receptor, noise from the back-up beepers would be approximately 40 dBA. As such, impacts from back-up beepers would be less than significant.

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-byes may be an annoyance to nearby noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are below:

- Car door slamming – 61 dBA Leq
- Car starting – 36 dBA Leq
- Car idling – 56 dBA Leq

The proposed parking lot would have intermittent parking lot noise due to the movement of vehicles. These activities would not be audible at the nearest sensitive receptor. Therefore, noise associated with parking activities would be less than significant.

Mitigation Measures

13. Construction operations shall not occur between 8 p.m. and 7 a.m. on weekdays or Saturday or at any time on Sunday. The hours of any construction-related activities shall be restricted to periods and days permitted by local ordinance.

14. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

15. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.

16. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.

17. The use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.

18. No project-related public address or music system shall be audible at any adjacent receptor.

19. All noise producing construction equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factor specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors, etc.) shall be equipped with shrouds and noise control features that are readily available for the type of equipment.

b. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

   Construction of the proposed project would occur over approximately 13 months and would include excavation, grading, paving, building construction, and architectural coatings. The highest degree of groundborne vibration would be generated due to the operation of vibratory rollers during the paving phase. As previously mentioned, there are no sensitive receptor buildings located in the immediate vicinity of the project site. However, there is an existing commercial structure located approximately 230 feet east of the project site. Groundborne vibration decreases rapidly with distance. As a result, vibration velocities from the construction equipment would be barely precipitable at this distance. The maximum vibration level during construction would be approximately 0.0001 inch/second PPV to 0.0075 inch/second PPV at 230 feet. As a result, construction groundborne vibration would not be capable of exceeding the 0.50 inch/second PPV significance threshold for vibration to the nearest structures and impacts would be less than significant.

c. The nearest airport to the project site is the General William J. Fox Airfield, located to the north of the project site. The General William J. Fox Airfield Land Use Compatibility Plan indicates that the project site is located in Zone D, Primary Traffic Patterns. Noise generated by airport operations is not anticipated to affect workers and visitors to the project site as it is sporadic and all activities associated with the proposed project would occur indoors. A more detail analysis pf the project's compatibility with the plan can be found in the land use section. As such impacts would be less than significant.

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

a. The proposed project would not generate substantial population growth as the project is an industrial development and does not include residential uses. It is anticipated that the project would generate 221 new permanent jobs. It is possible that individuals could relocate to the Antelope Valley to work at the proposed distribution facility. However, it is much more likely that individuals currently living in the Antelope Valley would be hired to work at the distribution facility. Additionally, the project site is located an area that was planned for industrial development and the jobs, and by extension the population, created by the proposed project is already accounted for in the City's General Plan and regional planning documents.

The proposed development would be accessed from 45th Street West and William J Barnes Avenue. The roadways in the general vicinity are already improved and no new roadways would be constructed. Therefore, impacts would be less than significant.

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

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

a. The proposed project would increase the need for fire and police services; however, the project site is within the current service area of both these agencies and the additional time and cost to service the site is minimal. The proposed project would not induce substantial population growth and therefore, would not substantially increase the demand on parks, schools or other public facilities. Additionally, this growth has been accounted for in the City's General Plan and within SCAG's population forecasts. Impacts would be less than significant.

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. RECREATION. 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 proposed project may generate additional population growth through the creation of new jobs and would contribute on an incremental basis to the use of the existing park and recreational facilities. The proposed project does not involve the construction of any parks or recreational amenities. However. the applicant would be required to pay to applicable park fees which would offset the impacts to the existing parks. Therefore, impacts would be less than significant.

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

a. The proposed project would not conflict with any programs, plans, ordinances and policies with respect to transportation systems including, bicycle and pedestrian facilities. The project site is located at the southeast corner of 47th Street West and William J Barnes Avenue, and in close proximity to the Antelope Valley Freeway (2.5 miles west). Additionally, the proposed project would be improving the adjacent roadways to meet City standards including any necessary sidewalks and the proposed development would be required to provide bicycle facilities in accordance with the California Green Building Code. Therefore, impacts would be less than significant.

b. In July 2020, the City of Lancaster adopted standards and thresholds for analyzing projects with respect to vehicle miles traveled (VMT). A series of screening criteria were adopted and if a project meets one of these criteria, a VMT analysis is not required. These criteria are: 1) project site – generates fewer than 110 trips per day; 2) locally serving retail – commercial developments of 50,000 square feet or smaller; 3) project located in a low VMT area – 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities. The proposed project does not meet any of the screening criteria and a VMT analysis was conducted for the proposed project by Fehr & Peers entitled "Lancaster Fox Field Commerce Center – West Cold Storage VMT Analysis" and dated May 26, 2023.

The VMT analysis indicated that the proposed project needs to reduce its VMT by 1,525 in order to be 15% below the established thresholds adopted by the City of Lancaster (see Table 14). The report also indicated that physical improvements to mitigate these VMT are not readily available.

However, on January 24, 2023, the City of Lancaster City Council adopted the Vehicle Miles Traveled Impact Fee Mitigation Program and certified the accompanying Final Program

Environmental Impact Report, Findings, and Statement of Overriding Considerations. The VMT mitigation program allows developers to pay $150 per VMT to mitigate their VMT impacts and tier off of the Program EIR. With payment of the fee, the proposed project's VMT impacts would be less than significant.

Table 14
VMT Reduction Required

Home-Based Work VMT for Non-Residential	Project VMT Estimate	VMT Threshold (15% below baseline)	VMT Reduction Required
VMT/Employee	14.5	7.6	6.9
Project VMT	3,205	1,680	1,525
City of Lancaster VMT Impact Fee Program			
Mitigation Fee per VMT			$150
Mitigation Fee			$228,735
Building Size (sf)			581,000
Fee per KSF			$393

c. The proposed project would be accessed by both 45th Street West and William J Barnes Avenue. Both of these roadways are improved in the vicinity of the project. The proposed project would include additional improvements to these roadways to meet the ultimate design of the roadways and to ensure the smooth and efficient operation of the surrounding roadways. These improvements would not increase hazardous in the vicinity of the project nor create dangerous design situations. Therefore, no impacts would occur.

d. The project site would be accessed from both 45th Street West and William J Barnes Avenue which would provide adequate emergency access to the project site. Drive aisles within the project site would be design to the standards required by the Los Angeles County Fire Department, ensuring adequate emergency access. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. 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 during the surveys and no cultural resources sites have been previously identified within a mile of the project site. The AB 52 process for the project site was completed in 2017 and no specific concerns were identified. However, mitigation measures have been included outlining procedures to be followed in the event of accidental discovery of previously unknown resources. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. 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 proposed 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 right-of-ways. Connections to these utilities are assumed as part of the proposed project and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant.

b. The Los Angeles County Waterworks District No. 40 has not indicated any problems in supplying water to the proposed project from existing facilities. No new construction of water treatment or new or expanded entitlements would be required. Therefore, impacts would be less than significant.

c. The project site is located within the jurisdictional boundaries of District No. 14 and the District would provide service to the project. All wastewater would be treated at the Lancaster Water Reclamation Plant which has a design capacity of 18 million gallons per day (mgd) and currently produces an average recycled water flow of 13.9 mgd. The proposed project would discharge to a local sewer line for conveyance to the Districts' Rosamond Outfall Replacement Trunk Sewer, located in 20th Street West at Avenue F-8. This trunk sewer has a capacity of 67.7 mgd and conveyed a peak flow of 19.4 mgd when last measured in 2021. The proposed project would generate 18,525 gallons of wastewater per day. The proposed project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be 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, nonfriable asbestos, construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. Assembly Bill (AB) 939 was adopted in 1989 and required a 25%o division 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 proposed 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 proposed project would generate solid waste during construction and operation which would contribute to an overall impact on landfill services (GPEIR pgs. 5.13-25 to 5.13-28 and 5.13-31); although the project's contribution would be minimal. However, the existing landfill has capacity to handle the waste generated by the proposed project. Additionally, the proposed project would be in compliance with all State and local regulations regarding solid waste disposal. Therefore, impacts would be less than significant.

e. See Item XIX.d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XX. WILDFIRE. 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. See Item IX.f.

b-d. The project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the service boundaries of Fire Station No. 130 which would provide service in the event of a fire. Additionally, the proposed project would be constructed in accordance with all existing and applicable building and fire codes. Therefore, no impacts would occur as a result of wildfires.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
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 proposed project consists of the construction and operation of a 581,000 square foot industrial warehouse/distribution facility with cold storage (frozen) in the SP 95-02 zone. Other projects have been approved and/or submitted within approximately one mile of the project site (Table 15). These projects are also required to be 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 proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Mineral Resources, Tribal Resources and Wildfire. The project would create impacts to other resource areas and mitigation measures have identified for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Land Use, Noise, and Transportation. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental

impacts to less than significant levels whenever possible. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

Table 15
Related Projects List

Case No.	Location	APNs	Acres	Description	Status
SPR 21-15	SWC of Ave G & 14 Freeway	3114-011-031	68.14	1,240,630 sf industrial/ distribution facility	Under Review
SPR 23-004	NEC of 45th St W & Ave G	3105-001-011, -012, -013, -014	38	647,000 sf industrial/ distribution facility	Under Review
CUP 17-33	NEC of Ave G & 40th St W	3107-016-005	3	49,800 sf of cannabis cultivation and manufacturing	Approved
SPR 22-06	South side of Ave H between 25th St W & 27th St W	3114-012-020		20,750 sf bldg. for stone cutting/cement storage	Under Review
SPR 23-002	NEC of 35th St W & Ave H	3107-026-077, -079	20	395,000 sf industrial/ distribution	Under Review
TTM 63215	42nd St W & Ave H	3105-017-001, -017	20	85 lot residential subdivision in the R-7,000 zone	Under Review
SPR 17-03	SWC 50th St W & Ave H		38	Electric school bus manufacturing facility	Under Review

List of Referenced Documents and Available Locations*:

AIR:	Air Quality Assessment, SPR 23-003, Lancaster, California, Michael Baker International, May 30, 2023	DSD
BRR:	Results of a Biological Resources Assessment for SPR 23-003-City of Lancaster, County of Los Angeles, California, Michael Baker International, May 10, 2023	DSD
CRS:	Phase I Cultural Resource Investigation for Approximately 32 Acres South of Fox Airfield, Lancaster, Los Angeles County, California, RT Factfinders Cultural Resources, April 2017	DSD
ENG:	Energy Assessment, SPR 23-003, Lancaster, California, Michael Baker International, May 30, 2023	DSD
ESA:	Phase I Environmental Site Assessment, SPR 23-003, Assessor's Parcel Numbers 3105-001-042, Lancaster, California, Michael Baker International, May 17, 2023	DSD
FIRM:	Flood Insurance Rate Map	DSD
GPEIR:	Lancaster General Plan Environmental Impact Report	DSD
GRN:	Greenhouse Gas Emissions Assessment, SPR 23-003, Lancaster, California, Michael Baker International, May 30, 2023	DSD
LACSD:	Los Angeles County Sanitation District letter, February 27, 2023	DSD
LACW:	Los Angeles County Waterworks email, March 9, 2023	DSD
LGP:	Lancaster General Plan	DSD
LMC:	Lancaster Municipal Code	DSD
LMEA:	Lancaster Master Environmental Assessment	DSD
NOI:	Noise Assessment, SPR 23-003, Lancaster, California, Michael Baker International, May 30, 2023	DSD
SSHZ:	State Seismic Hazard Zone Maps	DSD
USGS:	United States Geological Survey Maps	DSD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	DSD
VMT:	Lancaster Fox Field Commerce Center – West Cold Storage VMT Analysis, Fehr & Peers, May 26, 2023	DSD

* DSD: Development Services Department
Community Development Division
Lancaster City Hall
44933 Fern Avenue
Lancaster, California 93534