Initial Study/Mitigated Negative Declaration

35th Street and Avenue H Project

APRIL 2024

Prepared for:

CITY OF LANCASTER
COMMUNITY DEVELOPMENT DEPARTMENT
44933 Fern Avenue
Lancaster, California 93534
Contact: Kendall Brekke

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Jennifer Sucha

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
APM	applicant proposed measure
AQMP	Air Quality Management Plan
AVAQMD	Antelope Valley Air Quality Management District
AVTA	Antelope Valley Transit Authority
bgs	below the ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
City	City of Lancaster
CNEL	community noise equivalent level
CO	carbon monoxide
County	County of Los Angeles
CRHR	California Register of Historic Resources
dBA	A-weighted decibel
EIR	environmental impact report
EV	electric vehicle
FFSP	Fox Field Industrial Corridor Specific Plan
GHG	greenhouse gas
HBW	home-based work
HMBP	hazardous materials business plan
HVAC	heating, ventilation, and air conditioning
ips	inches per second
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sheriff's Department
LACWD	Los Angeles County Waterworks District
L_{eq}	equivalent noise level over a given period
LHMP	City of Lancaster Local Hazard Mitigation Plan
MDAB	Mojave Desert Air Basin
MEIR	maximally exposed individual resident
MND	mitigated negative declaration
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

Acronym/Abbreviation	Definition
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
O_3	ozone
PM_{10}	particulate matter with an aerodynamic diameter equal to or less than 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PRC	California Public Resources Code
RCNM	Roadway Construction Noise Model
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SLF	Sacred Lands File
SR	State Route
SWPPP	stormwater pollution prevention plan
TCR	tribal cultural resource
UWMP	Urban Water Management Plan
VMT	vehicle-miles traveled

1 Initial Study Checklist

1. **Project Title and File Number:** Site Plan Review No. 23-002
35th Street and Avenue H Project

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:** Kendall Brekke
44933 Fern Avenue
Lancaster, California 93534
661.723.6109
kbrekke@cityoflancasterca.gov

4. **Project Location:** The approximately 20.15-acre project site is located in the northwestern part of the City of Lancaster (City), which is within the Antelope Valley region of Los Angeles County (County) (Figure 1, Regional Map; Figure 2, Vicinity Map; Figure 3, Project Site Aerial). The project site is located on the northeast corner of Avenue H and 35th Street West. The project site consists of two parcels: Assessor's Parcel Numbers 3107-026-077 and 3107-026-079.

   Regional access to the project site is provided via State Route (SR) 14, to the east of the project site, and SR-138, to the north of the project site. Local access to the project site is provided via Avenue H or 35th Street West.

5. **Applicant name and address:** Covington Development Partners
3 Corporate Plaza, Suite 230
Newport Beach, California 92660

6. **General plan designation:** Specific Plan

7. **Zoning:** Specific Plan No. 95-02 (Fox Field Industrial Corridor Specific Plan)

8. **Description of project:**

   The 35th Street and Avenue H Project (project) would include construction of an industrial warehouse building and associated improvements on 20.15 acres of vacant land within the existing Fox Field

Industrial Corridor Specific Plan (FFSP) (see Figure 4, Site Plan). The net acreage of 18.15 acres shown on Figure 4 represents the total site acreage minus the required right-of-way dedications from the centerlines of the adjacent roadways. The proposed project would provide 395,390 square feet of industrial/warehouse space and include associated improvements, such as loading docks, tractor-trailer stalls, passenger vehicle parking spaces, stormwater detention basins, and landscape area. There would be 10,000 square feet of office space on the ground floor. The building would have a maximum height of 35 feet, measured from the finished floor to the top of the building, and would have a gross floor area ratio of 0.5. The project would include seven detention basins on site—one located on the southeast corner, one located on the northeast corner, and five located along the west portion of the project site—to detain and treat stormwater runoff, as shown in Figure 4.

The project would include off-site improvements along 35th Street West and Avenue H, including frontage landscaping, pedestrian, and street lighting improvements. A variety of trees, shrubs, plants, and ground covers would be planted within the project frontage's landscape setback area, as well as within the landscape areas found around the proposed industrial/warehouse buildings and throughout the project site.

To account for the maximum potential disturbance associated with all on-site and off-site improvements, a maximum disturbance footprint has been developed, as shown on Figure 4. Specific, known improvements are depicted on this figure. Areas in which lateral utility connections may occur or where other roadway and pedestrian improvements may be necessary are also depicted.

Site Access, Circulation, and Parking

Access to the project site would be provided by two driveways: the Avenue H south driveway and the 35th Street West north driveway, both of which would provide full access (trucks and passenger vehicles).

Consistent with Los Angeles County Fire Department access requirements, all project driveways have been designed to allow for minimum turning radius. Signage and striping would be provided to demarcate fire lanes and clear spaces throughout the site. All gated entryways to truck courts (i.e., areas adjacent to the loading docks to allow for truck loading activities and truck maneuvering) would include rapid-access Knox boxes to provide emergency access to gated areas.

Paved passenger vehicle parking areas would be provided within an area south of the building, while tractor-trailer stalls and loading docks would be located east of the building. In total, the project would provide approximately 49 loading dock positions, two grade doors, 72 tractor-trailer stalls, 173 passenger vehicle parking spaces (including 130 standard parking, six accessible parking, two stalls that are electric vehicle [EV] charging accessible, 35 EV charging stalls), and six bicycle parking spaces. Parking areas would include designated areas for EVs, and these spaces would be equipped with automobile EV charging stations with Level 2 or faster chargers.

Off-Site Roadway Improvements

To facilitate adequate on-site circulation and sufficient site access for both passenger vehicles and trucks, as well as to ensure efficient off-site circulation on nearby roadway facilities, the project would include off-site improvements, including street improvements along the frontage of the project on Avenue H and 35th Street West and improvements within 35th Street West (see Figure 4).

Utility Improvements

Given the vacant, undeveloped nature of the project site, both wet and dry utilities, including domestic water, sanitary sewer, and electricity, would need to be extended onto the project site. These utilities are described in detail below.

Domestic Water

Domestic water service would be provided by Los Angeles County Waterworks District 40. Within the immediate vicinity of the project site, existing water lines include water lines within 35th Street West.

Sanitary Sewer

Local sanitary sewer service would be provided by the City of Lancaster Utilities Division for conveyance and treatment by Los Angeles County Sanitation District 14. Within the immediate vicinity of the project site, existing sewer lines include a gravity line starting west of SR-14 within Avenue H (to the south of the project site).

Storm Drainage

A new engineered stormwater drainage system would be constructed on the project site to collect and treat on-site stormwater. Post-development, stormwater flows would be captured on site and treated within a series of aboveground and underground infiltration facilities. At-grade stormwater detention basins would be located on the west side and northeast and northwest corners of the project site. Stormwater flows would be conveyed via sheet flow away from buildings and, where possible, through below-grade, landscaped areas prior to entering the nearest catch basin and subsequently being conveyed to the infiltration and retention facilities. The landscaped areas would act as the first filter for detaining suspended solids in stormwater flows. The detention basins would be planted with native grasses and erosion control vegetation along their side banks. Concrete forebays or riprap would accumulate a majority of the trash and sediment within the stormwater prior to it entering the earthen basins.

The project's new stormwater drainage system would capture and attenuate stormwater consistent with City and County stormwater requirements, including requirements in the Los Angeles County Department of Public Works Hydrology Manual (LADPW 2006). In addition, it would attenuate flows beyond what is required. Specifically, the project's stormwater system has been designed such that it would retain and infiltrate the entire volume generated from a 100-year storm event; no stormwater runoff would be released off site during this event. For additional information, refer to Section 1.10, Hydrology and Water Quality.

Gas, Electric, and Telecommunication Facilities

Upgrades would be required with respect to electric power, natural gas, and telecommunication facilities (i.e., cable television services). These utilities would be part of a dry utility package that would be installed on site from their locations immediately fronting the project site to provide service to the project.

Landscaping and Lighting Improvements

Landscaping would compose 133,845 square feet of the project site. Landscaping is proposed for the passenger vehicle parking areas, around the portions of the buildings visible from off-site areas, and for

the site's frontages on Avenue H and 35th Street West. Landscaping along the site's frontages would include a mixture of trees, shrubs, accents, and ground cover.

The landscaping materials along the project frontages would incorporate a layering concept to provide different height trees and border or accent shrubs and low ground cover. Plant material was selected for low water and low maintenance. Landscaping was designed to be consistent with the requirements of the FFSP and Sections 8.50 and 17.16.220 of the City's Municipal Code (City of Lancaster 2020).

Project lighting would be consistent with Section 17.12.230 of the City's Municipal Code; exterior lighting would be located and designed to avoid direct glare onto adjacent properties and public rights-of-way (City of Lancaster 2013).

Rooftop Solar

At a minimum, the roof of the project's warehouse building would be designed to provide the structural capacity to accommodate rooftop solar panels. Additionally, each building would be equipped with rooftop solar panels to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid. As the capacity for solar connections increase, additional solar panels would be added to the project.

Operational Characteristics

A tenant for the project has not been identified, and the industrial warehouse building is considered speculative. Business operations would be expected to be conducted within the enclosed building, with the exception of the ingressing and egressing of trucks and passenger vehicles accessing the site, passenger and truck parking, the loading and unloading of trailers within designated truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. It is anticipated that the facilities would be operated 24 hours a day, seven days a week. Cold storage would not be permitted.

The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) is expected to be non-diesel powered per contemporary industry standards. Within the gated truck court area, up to 70 trailers would be in designated trailer storage stalls. The project's office and mezzanine space would support general office activities related to business operations.

Project Construction and Phasing

The project applicant intends to commence construction on or around June 2024. It is anticipated that construction would take approximately 10 months, ending in May 2025, as shown in Table 1.

Table 1. Anticipated Project Construction Schedule

Construction Phase	Duration	Phase Start Date	Phase End Date
Site Preparation	2 weeks	June 2024	June 2024
Grading	5 weeks	June 2024	July 2024
Building Construction	8 months	July 2024	March 2025
Paving	1 month	April 2025	April 2025
Architectural Coating	1 month	April 2025	May 2025

Site Preparation

The project's site preparation would take about 2 weeks, starting approximately at the beginning of June 2024. The site preparation phase would involve the use of rubber-tired dozers, tractors, loaders, and back hoes.

Grading

Grading of the site would take approximately 5 weeks, starting June 2024 and finishing approximately at the end of July 2024. The grading phase would include the use of excavators, graders, and scrapers and the continued use of rubber-tired dozers, tractors, loaders, and backhoes. Estimated earthwork would include 6,750 cubic yards of cut, 62,660 cubic yards of fill, and 55,910 cubic yards of soil import.

Building Construction

The project's building construction would take approximately 8 months, beginning at the end of July 2024 and finishing at the end of March 2025. The building construction would include the use of cranes, forklifts, generator sets, tractors, loaders, backhoes, and welders.

Paving

Paving the project would take approximately 1 month, starting in April 2025 and ending at the end of April 2025. The paving phase would include pavers, paving equipment, and rollers.

Architectural Coating

The project's architectural coating phase would take approximately 1 month, between April 2025 and May 2025. The architectural coating would involve two air compressors.

Applicant Proposed Measures

The project applicant has committed to a number of applicant proposed measures (APMs) that would be integrated into the project design, as summarized below.

Construction

- Heavy-Duty Off-Road Construction Equipment Requirements/Restrictions
- Provision of Electrical Infrastructure for Construction and Use of Electric Construction Equipment
- Construction Equipment Idling Restrictions
- Construction Haul Truck Requirements
- Dust Control Measures
- Construction Waste Recycling and Management
- Construction Logs

Site Design

- Sustainable Design/LEED Measures
- Solar Power

- Electrical Infrastructure for Electric Equipment and Vehicles
- Electric Vehicle Charging Stations
- Sustainable Energy, Waste, and Water Design Measures
- Design of Ingress/Egress Points
- Measures to Reduce the Urban Heat Island Effect

Operation

- Zero-Emission or Near-Zero-Emission Equipment
- Zero-Emission or Near-Zero-Emission Light-Duty and Medium-Duty Vehicles
- Truck Requirements and Restrictions
- Idling Time Restriction
- Anti-Idling Implementation Measures
- Truck Routing Plan
- Transportation Demand Management Plan
- Yard Sweeping to Reduce Fugitive Dust
- Restriction on Cold and/or Refrigerated Space
- Provision of Information Regarding Programs to Reduce Emissions from Trucks
- Provision of Information Regarding Reducing Emissions from Area and Energy Sources

A detailed description of each APM is provided in Appendix A.

9. Surrounding land uses and setting:

City of Lancaster

The City is composed of approximately 94 square miles in the Antelope Valley region of Los Angeles County, approximately 70 miles north of downtown Los Angeles. The City is located within the western Mojave Desert, which is a region containing desert plains, dry lakebeds, and scattered mountains. The southwestern portion of the City lies at the foothills of the San Gabriel Mountains and Angeles National Forest. The City contains a variety of slope conditions, with the foothill areas containing significant slopes and the majority of the City being primarily level. The central and northern portions of the City lie upon a moderate to gentle slope with elevations ranging from 2,000 feet to 3,000 feet above mean sea level. Generally, the City is an urban community with a broad mix of land uses, including housing, commercial, office, industrial, agriculture, and public-serving uses. The eastern and western portions of the City contain generally rural residential uses. Commercial uses follow Lancaster Boulevard, Valley Central Way, Avenue J, 20th Street West, and the highway corridor. Industrial uses are generally located west and east of SR-14, in the northern portion of the City. Unincorporated Los Angeles County surrounds the City on all sides. Additional surrounding jurisdictions include unincorporated Kern County further to the north and the City of Palmdale to the south.

The Antelope Valley Freeway (SR-14) provides primary regional connectivity between the Antelope Valley and greater Los Angeles area. Various arterials in the City also serve regional functions. Avenue D (SR-138) extends west from SR-14 and connects to the Golden State Freeway (Interstate 5) and extends east

from the City of Palmdale, connecting with Interstate 15. Sierra Highway links Lancaster with the community of Rosamond to the north and the City of Palmdale to the south.

Existing Project Site

The project site is comprised of two parcels, Assessor's Parcel Numbers 3107-026-077 and 3107-026-079, totaling approximately 20.15 acres. The project site is currently vacant undeveloped property bound to the south by Avenue H and to the west by 35th Street West.

Ground surface cover consists of shadscale scrub, with cattle saltbush (*Atriplex polycarpa*) and littleleaf horsebrush (*Tetradymia glabrata*) in the shrub strata located throughout the site. The project site also contains a portion of disturbed habitat dominated by ruderal vegetation along the southern border and southwest corner. Figure 5, Existing Conditions, provides representative photographs of the project site.

The site's surface elevation ranges between approximately 2,320 to 2,324 feet above mean sea level. There are no substantial topographical features in the project vicinity.

The project site is located within the FFSP, which became effective in 1996. According to the City's General Plan Land Use Map and Zoning Map, the land use and zoning designations for the project site are Specific Plan (SP) and SP 95-02 (City of Lancaster 1996a). The goals, policies, and development standards within the City's General Plan and FFSP applicable to the proposed project are detailed in the regulatory sections of each resources section.

The FFSP employs a district concept to guide development and shape the character of areas within the Specific Plan Area. The project is located within the SR-14/SR-138 District (Figure 6, Fox Field Industrial Corridor Specific Plan Land Use Districts).

According to the FFSP, the SR-14/SR-138 District is intended to provide enhanced vehicular and truck accessibility for commercial/industrial business uses by taking advantage of its location along the SR-14 corridor with its connection to Interstate 5 and to the General William J Fox Airfield, located approximately 3 miles north of the project site. Per the FFSP, the recommended district land uses build upon the presence of other existing and planned light industrial uses. The purpose of this district is to create employment-generating uses in a business park setting. The kind of industrial uses envisioned in this district include light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings, with minimal environmental impacts. The project is consistent with these types of uses.

Land uses surrounding the project site primarily consist of vacant land, along with some scattered residential, commercial, light industrial, and utility uses. Specific land uses located in the immediate vicinity of the project site include the following:

- **North:** Vacant land, Avenue G
- **East:** 30th Street West, Antelope Valley Fairgrounds, SR-14
- **South:** Single-family residential home, Copper Square Apartment Complex, Veteran's Home, Kensington Campus, and Avenue H
- **West:** Industrial Warehouse and 35th Street West

In the broader project vicinity, development includes industrial uses, trucking-related uses (i.e., truck parking), Antelope Valley fair and event center, RV park, and residential subdivisions.

Utility infrastructure currently exists along Avenue H to serve the project site. Existing infrastructure in the project vicinity includes water and sanitary sewer transmission mains, electrical transmission and distribution lines, and cable and telephone lines. The project would connect to the existing infrastructure that is present at and adjacent to the project site.

Local connectivity to the project site from the center of the City and surrounding urban communities is provided via Avenue H, 35th Street West, and SR-14, all of which are located in the immediate vicinity of the project site.

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

Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), Antelope Valley Air Quality Management District (AVAQMD), Los Angeles County Sanitation District 14, Los Angeles County Waterworks District 40, Los Angeles County Fire Department, and Southern California Edison.

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

In accordance with Assembly Bill (AB) 52, consultation letters for the proposed project were sent to three individuals associated with three Native American tribes which have requested to be included. These letters were mailed via certified return receipt mail and included copies of the site plan/grading plan and the cultural resources report that was originally prepared for the project site. Table 2 identifies the tribes, the tribal representative to whom the letter was directed, and the date the letter was received.

Table 2. Native American Tribal Notification

Tribe	Tribal Representative/Title	Date Received
Gabrieleno Band of Mission Indians Kizh Nation	Andrew Salas Chairman	July 5, 2023
Yuhaaviatam of San Manuel Nation	Ryan Nordness/Cultural Resources Analyst	July 5, 2023
Fernandeno Tataviam Band of Mission Indians	Sarah Brunzell, Manager, Cultural Resources Management Division	July 5, 2023

A response was received from two of the tribes: Fernandeno Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation. No concerns associated with specific tribal resources were identified. However, tribal resources are known to occur in the general area/Antelope Valley. As such, mitigation measures were requested that would ensure the proper handling and notification of the tribes in the event that any cultural resources are encountered during construction activities. These measures have been included in Section 1.5, Cultural Resources.

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 and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities and 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 the effects that remain to be addressed.

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

Kendall Brekke, Planner

May 3, 2024

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 would 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 Environmental Impact Report (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.
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 Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significance

1.1 Aesthetics

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact**.** Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The project site is within an area with generally flat terrain near the foothills of the San Gabriel Mountains and Angeles National Forest. Major scenic vistas visible from the project site are the Angeles National Forest and San Gabriel Mountains. The Angeles National Forest is approximately 40 miles southeast and the San Gabriel Mountains are approximately 55 miles southeast of the project site. The City's General Plan 2030 (General Plan) aims to preserve views of the San Gabriel Mountains and stretches of open space along the edge of the Mojave Desert (City of Lancaster 2009). The project site is approximately 18 miles away from the nearest stretches of open space along the Mojave Desert. Based on these distances, as well as the presence of existing intervening natural topographical variations and human-made urban features, the project site is not within the direct viewshed of these scenic vistas. Overall, the project site is well outside the viewshed of any scenic vistas or other important visual resources. Therefore, no impacts associated with scenic vistas would occur.

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

No Impact. Scenic highways and routes are a unique component of the circulation system, as they traverse areas of unusual scenic or aesthetic value. The closest officially designated state scenic highway

is SR-2, approximately 50 miles southeast of the project site (Caltrans 2018). However, the City does designate a portion of SR-14 approximately 1.3 miles from the project site as a local scenic roadway. Based on the distance and intervening natural topography and human-made development, the project site is not located within the viewshed of the officially designated state scenic highway or the segment of SR-14 designated as a local scenic roadway. Therefore, no impacts associated with state scenic highways would occur.

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

Less-than-Significant Impact. Visual character describes the aesthetic setting of a project area. The project is within the FFSP area and is surrounded by similar light industrial/business land uses, including a similar light industrial facility adjacent to the project site to the west. To ensure that both current and future development within the City are designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City's Municipal Code includes design standards related to building size, height, and setbacks, as well as landscaping, signage, and other visual considerations (City of Lancaster 2020). Additionally, the project would be consistent with the FFSP and the City's Municipal Code related to scenic quality.

The project's compliance, as well as the City's review of the project's design, would ensure that the project would not degrade the existing visual character and quality of the area. Therefore, impacts would be less than significant.

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

Less-than-Significant Impact. The project site is currently vacant and does not contain any source of human-made lighting or glare. However, new sources of lighting and glare would be introduced to the site as a result of the project. The project would convert the site into a developed site, with one building for light industrial and general warehouse use, which would introduce new sources of artificial lighting and reflective building materials, including window glass. Proposed lighting would only be located where safety and security necessitate nighttime illumination such as at loading docks, parking areas, and building entrances. Reflective materials such as window glass would be limited in their distribution across the building facades and thus would not contribute to substantial glare for adjacent properties or motorists traveling along 35th Street West or Avenue H.

Additionally, the project would be consistent with the City's Industrial Code Section 17.16.220.A.9; therefore, all light introduced to the project site would be required to be directed downward and shielded to prevent light from adversely affecting adjacent parcels, and no structures or features that create adverse glare effects would be permitted. The project would also include installation of rooftop solar photovoltaic panels, which have the potential to create additional glare effects; however, panels would be positioned flush with the building roof surface and behind roof parapets such that any glare generated by the panels would be largely screened from surrounding viewers. Therefore, because the proposed project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area to unacceptable levels, impacts would be less than significant.

1.2 Agriculture and Forestry Resources

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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 Dept. 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?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

No Impact. The project site currently consists of undeveloped vacant land and is not used for agricultural purposes. The General Plan land use and zoning designations for the project site are SP and SP 95-02. The California Department of Conservation's Farmland Mapping and Monitoring Program identified the site as "Other Land," which the department defines as "land which is not included in any other category with common examples including low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies

smaller than forty acres" (CDOC 2016). The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Important Farmland"). The project would not occur within any farmland locations and would not result in the conversion of Prime or Unique Farmland or Farmland of Statewide Importance. In addition, the project site is not on land conflicting with a Williamson Act contract. Therefore, no impacts associated with the conversion of Important Farmland would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Refer to Section 1.2(a).

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

No Impact. The project site is zoned as SP 95-02 and is within an undeveloped area. There are no areas zoned for forest land within the vicinity of the project site or in the City. Therefore, no impacts associated with forest land would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Section 1.2(c). The proposed project would not involve the conversion of forest land to non-forest use. Therefore, no impact with forest land would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Sections 1.2(a)–(d).

1.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The AVAQMD administers the Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The AQMP is the regional path towards improving air quality and meeting federal standards for air pollutants, and each AQMP incorporates the latest planning assumptions regarding population, vehicle activity, and industrial activity. Currently, the approved AVAQMD AQMP is the AVAQMD Federal 70 ppb Ozone Attainment Plan (Western Mojave Desert Nonattainment Area) (AVAQMD 2023). The AVAQMD AQMP was developed to address the attainment of the 2015 8-hour ozone (O_3) NAAQS (70 parts per billion). The AVAQMD AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the O_3 standard by 2033.

The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with federal and state air quality standards. A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable AVAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plans, and is consistent with the growth forecasts in the applicable plans (or is directly included in the applicable plans). Zoning changes, specific plans, general plan amendments, and similar land use plan changes that do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle-miles traveled (VMT) are also deemed to comply with the applicable air quality plans (AVAQMD 2016).

The AVAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (SCAG 2020). This document, currently Connect SoCal 2020, which is based on general plans for cities and counties within the SCAG jurisdiction, is used by AVAQMD to develop the AQMP emissions inventory (AVAQMD 2023).[1] Connect SoCal 2020 and the associated Regional Growth Forecast are generally consistent with the local plans; therefore, the AVAQMD AQMP is generally consistent with local government plans.

The project would be required to comply with all applicable AVAQMD Rules and Regulations, including, but not limited to, Rules 401 (Visibile Emissions), 402 (Nuisance), and 403 (Fugitive Dust). The project site is zoned SP 95-02. Warehouse and distribution facilities, such as the proposed project, are considered generally compatible within the SP 95-02 zone. Therefore, implementation of the project would not generate an increase in growth demographics that would conflict with existing projections within the region. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in the AVAQMD AQMP development.

Based on the preceding considerations, the project would conform to local land use plans and would comply with all applicable all AVAQMD rules and regulations. Therefore, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less-than-Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development. AVAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, water trucks, and volatile organic compound off-gassing) and off-site sources (i.e., on-road vendor trucks, haul trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of volatile organic compounds, oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur oxides,

[1] Information necessary to produce the emissions inventory for the Mojave Desert Air Basin is obtained from AVAQMD and other governmental agencies, including the California Air Resources Board, California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting VMT and driving speeds.

particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$). PM_{10} and $PM_{2.5}$ emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. The project would be required to comply with AVAQMD Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices would be employed to reduce fugitive dust emissions, including watering the active dust areas two times per day, with additional watering depending on weather conditions. The California Emissions Estimator Model (CalEEMod) calculates maximum daily emissions for summer and winter periods. The estimated maximum daily construction emissions without mitigation are summarized in Table 3. Detailed construction model outputs are presented in Appendix B.

Table 3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds Per Day					
Summer						
2023	1.27	21.30	41.56	0.17	9.85	4.22
2024	119.50	6.34	33.40	0.04	2.88	0.81
Winter						
2023	1.50	22.11	40.94	0.17	9.85	3.20
2024	1.45	6.54	27.78	0.04	2.88	0.81
Maximum Daily Emissions	**119.50**	**22.11**	**41.56**	**0.17**	**9.85**	**4.22**
AVAQMD Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix B.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; AVAQMD = Antelope Valley Air Quality Management District.
Includes compliance with AVAQMD Rule 403 for fugitive dust control, as well as Tier 4 Final engines for equipment greater than 75 horsepower (APM-1).

As depicted in Table 3, emissions resulting from the project construction would not exceed any criteria pollutant thresholds established by the AVAQMD. Therefore, short-term impacts associated with a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment would be less than significant.

Operational Emissions

Table 4 presents the maximum daily mobile, area, and energy source emissions associated with operation of the project. The values shown are the maximum summer and winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix B.

Table 4. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions Unmitigated

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer						
Mobile	3.52	22.78	33.74	0.24	5.36	1.39
Area	9.14	0.00	0.00	0.00	0.00	0.00
Energy	0.11	2.05	1.72	0.01	0.16	0.16
Total Daily Summer Emissions	**12.77**	**24.82**	**35.46**	**0.25**	**5.51**	**1.55**
Winter						
Mobile	3.23	24.08	27.31	0.23	5.36	1.39
Area	9.14	0.00	0.00	0.00	0.00	0.00
Energy	0.11	2.05	1.72	0.01	0.16	0.16
Total Daily Winter Emissions	**12.48**	**26.13**	**29.03**	**0.24**	**5.51**	**1.55**
Maximum Daily Emissions	**12.77**	**26.13**	**35.46**	**0.25**	**5.51**	**1.55**
AVAQMD Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix B for complete results.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; AVAQMD = Antelope Valley Air Quality Management District.
Values may not sum due to rounding. Modeling accounts for implementation of zero emission electric landscaping and cargo handling equipment (APM-16).

As shown in Table 4, the increase in criteria air pollutant emissions associated with project operations would not exceed AVAQMD's significance thresholds. Therefore, long-term impacts associated with a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Toxic Air Contaminants

Construction Heath Risk Assessment

Less-than-Significant Impact. As detailed in Appendix B, a construction health risk assessment was performed to evaluate potential cancer and noncancer health risk impacts associated with diesel particulate matter from project construction. Results of the construction health risk assessment for the maximally exposed individual resident (MEIR) are presented in Table 5 and model outputs are presented in Appendix B.

Table 5. Construction Health Risk Assessment Results Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Cancer Risk MEIR	Per Million	1.62	10	Less than Significant
Chronic Hazard Index MEIR	Index Value	0.0019	1.0	Less than Significant

Source: Appendix B.

Note: CEQA = California Environmental Quality Act; MEIR = maximally exposed individual resident.
Risk estimates account for Tier 4 Final engines for construction equipment greater than 75 horsepower (APM-1).

As shown in Table 5, project construction activities would result in a maximum individual cancer risk of 1.62 in 1 million for the MEIR, which is less than the significance threshold of 10 in 1 million. Project construction would result in a Chronic Hazard Index of 0.0019, which is below the 1.0 significance threshold. The project's construction toxic air contaminants health risk impacts would be less than significant.

Operational Heath Risk Assessment

Less-than-Significant Impact. As detailed in Appendix B, an operational health risk assessment was performed to evaluate potential cancer and noncancer health risk impacts associated with toxic air contaminants from project operations. Results of the operational health risk assessment for the MEIR are presented in Table 6 and model outputs are presented in Appendix B.

Table 6. Operational Health Risk Assessment Results Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Cancer Risk MEIR	Per Million	1.09	10	Less than Significant
Chronic Hazard Index MEIR	Index Value	0.0003	1.0	Less than Significant

Source: Appendix B.
Notes: CEQA = California Environmental Quality Act; MEIR = maximally exposed individual resident.
Modeling accounts for implementation of zero emission electric landscaping and cargo handling equipment (APM-16).

As shown in Table 6, project operational activities would result in a maximum cancer risk of 1.09 in 1 million for the MEIR, which is less than the significance threshold of 10 in 1 million. Project operations would result in a Chronic Hazard Index of 0.0003 for the MEIR, which is below the 1.0 significance threshold. The project's operational toxic air contaminants health risk impacts would be less than significant.

Carbon Monoxide Hotspots

Less-than-Significant Impact. Mobile source impacts occur on two scales of motion. Regionally, project-related travel would add to regional trip generation and increase VMT within the local airshed and the Mojave Desert Air Basin (MDAB). Locally, project-generated traffic would be added to the roadway system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and operates on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. However, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the MDAB is steadily decreasing.

The AVAQMD thresholds of significance for local CO emissions are the 1-hour and 8-hour CAAQS of 20 parts per million and 9 parts per million, respectively. By definition, these levels are protective of public health. As noted previously, the MDAB is currently designated attainment for both state and national CO ambient air quality standards.

To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation was conducted comparing the highest hourly traffic volumes at any studied intersection in proximity

to the project site to the 100,000 vehicles per day criterion. Based on the traffic estimates prepared for the project, the highest average daily trips on a segment of road would be 5,289 daily trips on Avenue H, east of 35th Street West, which would be substantially less than the 100,000 vehicles per day screening criterion applied. Therefore, impacts associated with CO hotspots would be less than significant.

Health Effects of Criteria Air Pollutants

Less-than-Significant Impact. Construction and operation of the project would generate criteria air pollutant emissions; however, the project would not exceed the AVAQMD mass-emission thresholds.

The MDAB is designated as nonattainment for O_3 for the NAAQS and CAAQS. Thus, existing O_3 levels in the MDAB are at unhealthy levels during certain periods. Health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2019a). Because the project would not involve construction or operational activities that would result in O_3 precursor emissions (volatile organic compounds or NO_x) that would exceed the AVAQMD thresholds, the project is not anticipated to substantially contribute to regional O_3 concentrations and associated health impacts.

In addition to O_3, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for nitrogen dioxide (NO_2) (since NO_2 is a constituent of NO_x). Health effects associated with NO_x and NO_2 include lung irritation and enhanced allergic responses (CARB 2019b). As depicted in Tables 5 and 6, project construction and operation would not exceed the AVAQMD thresholds for NO_x. Thus, the project is not expected to exceed the NO_2 standards or contribute to associated health effects.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2019c). CO tends to be a localized impact associated with congested intersections. CO hotspots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

The MDAB is designated as nonattainment for PM_{10} under the CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing (EPA 2016). As with O_3 and NO_x, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed AVAQMD's thresholds. Accordingly, the project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related health effects for these pollutants.

In summary, the project would not result in any potentially significant contribution to local or regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Impacts would be less than significant.

Valley Fever

Less-than-Significant Impact with Mitigation Incorporated. Valley fever or coccidioidomycosis is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicellular structure called a

spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley fever is not contagious, and therefore cannot be passed on from person to person. Most of those who are infected would recover without treatment within 6 months and would have a life-long immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used.

Valley fever is not highly endemic to the County, with an incident rate of 7.5 cases per 100,000 people (CDPH 2017). While cases are reported countywide, most cases have occurred in northern areas, with the case rate in Antelope Valley approximately nine times higher than that of other areas of the County (Los Angeles County 2017). In 2016 the statewide annual incident rate was 13.7 per 100,000 people. The California counties considered highly endemic for valley fever include Kern (251.7 per 100,000), Kings (157.3 per 100,000), San Luis Obispo (82.8 per 100,000), Fresno (60.8 per 100,000), Tulare (45.3 per 100,000), Madera (31.5 per 100,000), and San Joaquin (25.3 per 100,000); these counties accounted for 70% of the reported cases in 2016 (CDPH 2017).

Even if present at the site, construction activities may not result in increased incidence of valley fever. Propagation of valley fever is dependent on climatic conditions, with the potential for growth and surface exposure highest following early seasonal rains and long dry spells. Valley fever spores can be released when filaments are disturbed by earth-moving activities, although receptors must be exposed to and inhale the spores to be at increased risk of developing valley fever. Moreover, exposure to valley fever does not guarantee that an individual will become ill—approximately 60% of people exposed to the fungal spores are asymptomatic and show no signs of an infection (USGS 2000).

However, in order to reduce fugitive dust from the project and minimize adverse air quality impacts, the project would employ dust control measures in accordance with AVAQMD Rules 401 and 403, which limit the amount of fugitive dust generated during construction. These requirements are consistent with California Department of Public Health recommendations, including regular application of water during soil-disturbance activities, to reduce exposure to valley fever by minimizing the potential that the fungal spores become airborne (CDPH 2013). Additionally, Mitigation Measure 1 would require personal protective respiratory equipment to be provided to construction workers and provide information to all construction personnel and visitors about valley fever. Following implementation of Mitigation Measure 1, the risk of exposure to valley fever would be reduced to a less-than-significant level.

In summary, the project would not result in a significant impact regarding valley fever exposure based on its geographic location, compliance with applicable regulatory standards and dust control measures, and implementation of Mitigation Measure 1, which will serve to minimize the release of and exposure to fungal spores. Therefore, impacts associated with valley fever exposure for sensitive receptors would be less than significant with mitigation incorporated.

Mitigation Measure

1. Prior to ground disturbance activities, the project operator shall provide evidence to the Community Development Director that the project operator and/or construction manager has developed a Valley Fever Training Handout, training, and schedule of sessions for education

to be provided to all construction personnel. All evidence of the training session materials, handout(s), and schedule shall be submitted to the Community Development Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Community Development Director regarding the Valley Fever Training Handout and session(s) shall include the following:

- A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
- Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and valley fever.
- Training on methods that may help prevent valley fever infection.
- 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. Require 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–approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.
- Require employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable California Occupational Safety and Health Administration (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 them, 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 3 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. This handout shall be created by the project operator and reviewed by the project operator and Community Development Director prior to construction permit issuance. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Community Development Director. The radius shall not exceed 3 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) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. Based on available information, the project is not anticipated to result in other emissions that have not been addressed under Sections 1.3(a) through 1.3(c). As such, this analysis focuses on the potential for the project to generate odors.

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source, the wind speeds and direction, and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Land uses most commonly associated with odor complaints generally include agricultural uses (livestock and farming), wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The project does not include uses that would be substantive sources of objectionable odors. Potential temporary and intermittent odors may result from construction equipment exhaust, the application of asphalt, and architectural

coatings. Temporary and intermittent construction-source emissions would be controlled through existing requirements and industry best management practices (BMPs) addressing proper storage and application of construction materials.

The project would also be required to comply with AVAQMD Rule 402 (Nuisance). Rule 402 provides that "[a] person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property" (AVAQMD 1976). Based on the preceding, the potential for the project to create objectionable odors affecting a substantial number of people would be less than significant.

1.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Dudek conducted a literature review and field visit to determine the existing biological conditions and potential impacts to sensitive biological resources associated with the proposed project, including the project site and a 300-foot buffer (study area). The following analysis is based, in part, on the Biological Resources Technical Report prepared by Dudek in March 2023, included as Appendix C.

Literature Review

The following data sources were reviewed to assist with the assessment of biological resources:

- CDFW California Natural Diversity Database (CDFW 2023a)
- U.S. Fish and Wildlife Service Information for Planning and Consultation (USFWS 2023a)
- California Native Plant Society Inventory of Rare and Endangered Plants (CNPS 2023a)
- U.S. Department of Agriculture Natural Resources Conservation Service Web Soil Survey (USDA 2023)
- CDFW Biogeographic Information and Observation System (CDFW 2023b)

Prior to conducting the field investigation, the California Natural Diversity Database and California Native Plant Society Inventory were queried based on the U.S. Geological Survey 7.5-minute topographic quadrangle map for Lancaster West, California, where the study area is located, as well as the surrounding eight U.S. Geological Survey 7.5-minute quadrangle maps (i.e., Little Buttes, Rosamond, Rosamond Lake, Del Sur, Lancaster East, Sleepy Valley, Ritter Ridge, and Palmdale). The purpose of this review was to determine whether special-status plant and wildlife species are known to occur in the vicinity of or within the study area.

Other literature reviewed included A Manual of California Vegetation, Online Edition (CNPS 2023b); the California Natural Community List (CDFW 2023c); State and Federally Listed Endangered, Threatened, and Rare Plants of California (CDFW 2023d); State and Federally Listed Endangered and Threatened Animals of California (CDFW 2023e); and the CDFW California Wildlife Habitat Relationships Life History Accounts and Range Maps (CDFW 2023f). The following available resources were reviewed to assess the potential for jurisdictional waters: aerial photographs (Google Earth 2023), the U.S. Geological Survey Newhall 7.5-minute topographic quadrangle map (USGS 2018), the National Hydrography Dataset and Watershed Boundary Dataset (USGS 2023), and the U.S. Fish and Wildlife Service National Wetland Inventory (USFWS 2023b).

a) ***Would the project 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 Wildlife or U.S. Fish and Wildlife Service?***

Less-than-Significant Impact with Mitigation Incorporated. The project would cause direct and indirect impacts to special-status plants and special-status wildlife.

Eight wildlife species were recorded within the project site during the biological reconnaissance survey; these species are provided in Appendix C, Species Compendium, to Appendix C of this mitigated negative declaration (MND). Seven of the recorded species were birds, and the study area could support nesting birds. No amphibian species were observed, and none are expected to occur due to the lack of aquatic habitat on site. One reptile species, common side-blotched lizard (*Uta stansburiana*), was observed during the survey; western fence lizard (*Sceloporus occidentalis*) is another common reptile species that could occur within the study area. No mammal species were observed during the survey; however, burrows associated with kangaroo rat (*Dipodomys* sp.) were observed and coyote (*Canis latrans*) may use the project site and surrounding area for foraging (Appendix C).

Direct Impacts

Special-Status Plants

Alkali mariposa lily (*Calochortus striatus*) is considered rare, threatened, or endangered in California and elsewhere (CNPS 2023a) and meets the definition of special-status under the California Environmental Quality Act (CEQA). Alkali mariposa lily has suitable habitat throughout the 18.15 acres of shadscale on the project site; however, only 41 individuals were observed scattered throughout the site despite it being an above average rain year (LADPW 2023) that has resulted in above average bloom for most plant species in the project vicinity. As such, the project site is not expected to support a substantial population above the 41 individuals observed. Nevertheless, the species would be directly impacted during vegetation removal and grading and impacts would be significant without mitigation. To reduce impacts to a less-than-significant level, monetary compensation would be required for the loss of 18.15 acres of suitable habitat for the species per Mitigation Measure 2. The monetary compensation would be used to fund the City's acquisition of mitigation land, restoration of habitat, environmental education, or other uses. Implementation of Mitigation Measure 2 would reduce the direct impacts to special-status plants to a level that is less than significant.

Special-Status Wildlife

No special-status wildlife species are expected within the study area. The site occurs within the known range of burrowing owl (*Athene cunicularia*) and there are modern documented occurrences within 5 miles of the project site (CDFW 2023a). The soils on site are marginal for fossorial mammals larger than rodents, and there were no burrows greater than 4 inches in width observed on the project site. However, the burrowing owl is an opportunistic species that can move onto a site once a suitable burrow is established and unoccupied. Therefore, there is low potential for this species to occur within the project site and pre-construction surveys for the species would be warranted. Impacts to burrowing owl would be significant without mitigation. With implementation of Mitigation Measure 3, Pre-Construction Burrowing Owl Survey, and Mitigation Measure 4, Pre-Construction Nesting Bird Survey, the impacts to special-status wildlife would be less than significant.

Indirect Impacts

Special-status plants in the areas adjacent to the project site could be inadvertently impacted should construction workers or vehicles stray out of the project footprint. Invasive plant species could be introduced by the project during construction and installation of the landscaping that could alter the habitat for special-status plants in the project vicinity. Invasive plants could compete with special-status plants for resources (i.e., water) and space. These indirect impacts could be significant without mitigation. To reduce impacts to a less-than-significant level, monetary compensation would be required for the loss of suitable habitat for the species per Mitigation Measure 2. The monetary compensation would be used to fund the City's acquisition of mitigation land, restoration of habitat, environmental education, or other uses. Implementation of Mitigation Measure 2 would reduce the indirect impacts to special-status plants to a level that is less than significant.

Mitigation Measures

2. Spring Sensitive Plan Survey. Prior to the issuance of any construction related permits, the applicant shall retain a biologist to conduct a springtime sensitive plant survey specifically focused on alkali mariposa lilies and Rosamond eriastrum. In the event that a springtime survey cannot be conducted, the biologist's report shall include the total acreage of each special status plant species present or the suitable habitat for these species and the applicant shall be required to pay $2,405/acre for these areas. The funds shall be placed into a designated account and utilized for the acquisition of conservation habitat within the Antelope Valley.

3. Pre-Construction Burrowing Owl Survey. Prior to the initiation of construction activities, a qualified biologist shall conduct pre-construction surveys for burrowing owl to determine presence/absence of the species. The survey shall be conducted in accordance with the most current California Department of Fish and Wildlife protocol within 30 days of site disturbance to determine whether the burrowing owl is present at the site. Pre-construction surveys shall include suitable burrowing owl habitat within the project footprint and within 500 feet of the project footprint (or within an appropriate buffer as required in the most recent guidelines and where legal access to conduct the survey exists). If burrowing owls. are not detected during the clearance survey, no additional mitigation is required.

   If burrowing owl is detected, a 160-foot non-disturbance buffer shall be maintained between the project activities and the occupied area. The owl will be monitored daily by the Biological Monitor until it has left the site on its own volition. Construction work may proceed in the after the owl has left the site. Results of the surveys and monitoring shall be provided to the City of Lancaster.

4. Pre-Construction Nesting Bird Survey: Project construction shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act and California Fish and Game Code to protect active bird/raptor nests. To the maximum extent feasible, vegetation removal should occur during the non-breeding season for nesting birds (generally late September to early March) and nesting raptors (generally early July to late January) to avoid impacts to nesting birds and raptors. If the project requires that work be initiated during the breeding season for nesting birds (March 1–September 30) and nesting raptors (February 1–June 30), in order to avoid direct impacts on active nests, a pre-construction survey shall be conducted in the study area by qualified Biologists (approved by the City of Lancaster) for nesting birds and/or raptors within 3 days prior to project activities. If the Biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work shall be allowed to proceed.

   If the Biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the Biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. To protect any nest site, the following restrictions to construction activities should be required until nests are no longer active, as determined by a qualified Biologist (someone who has more than 3 years of experience of conducting nesting bird surveys and monitoring active nests during construction): (1) clearing limits shall be established within a buffer around any occupied

nest and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a qualified Biologist. The buffer shall be 100–300 feet for non-raptor nesting birds and 300–500 feet for nesting raptors. Construction can proceed into the buffer when the qualified Biologist has determined that the nest is no longer active.

b) ***Would the project 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 Wildlife or U.S. Fish and Wildlife Service?***

Less-than-Significant Impact with Mitigation Incorporated. The project site does not contain any riparian habitats or other sensitive vegetation communities. In addition, no critical habitat for wildlife has been designated within the project site (USFWS 2023a). Grading of the project site would result in direct impacts to 25 potential jurisdictional non-wetland water features for a total of 3.08 acres of impacts. Although impacts to these features would be significant without mitigation, the project would implement Mitigation Measure 5, which would reduce these impacts to less than significant by providing funds to the City to acquire mitigation land or restore habitat that includes similar features. No aquatic features would be subject to U.S. Army Corps of Engineers jurisdiction due to the lack of connectivity to a Traditionally Navigable Water. Additionally, no streams or lakes were identified on the project site. As such, a Lake or Stream Alteration Agreement with CDFW is not warranted. However, CDFW would have discretion if a permit is needed from the agency. A network of 25 isolated depressions were found to be potentially regulated by the RWQCB as waters of the state and impacts to these features would require a Waste Discharge Requirement permit, as identified in Mitigation Measure 5.

Therefore, impacts associated with riparian habitats and other sensitive natural communities would be less than significant after mitigation has been incorporated.

Mitigation Measure

5. Jurisdictional Resources: The proposed project would impact a series of isolated depressions on site potentially regulated by the Regional Water Quality Control Board Lahontan Region. The project applicant shall be required to secure a Waste Discharge Requirement (WDR) permit prior to initiating construction in the depressions, including compensatory mitigation for direct impacts to the depressions. A copy of the WDR permit shall be provided to the City prior to issuance of a grading permit.

c) ***Would the project 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?***

Less-than-Significant Impact with Mitigation Incorporated. The project would have direct and temporary indirect impacts that would potentially have a substantial adverse effect on state or federally protected wetlands; however, the project would implement mitigation measures and permits. The direct and temporary indirect impacts are explained in more detail below.

Direct Impacts

Impacts to water features may require the necessary permits from the RWQCB. Therefore, the applicant shall consult with the Lahontan RWQCB to determine if the isolated depressions on the project site are subject to their jurisdiction. Any necessary permits from the RWQCB shall be obtained prior to the issuance of construction related permits (e.g., grading, building) by the City.

Indirect Impacts

Potential temporary indirect impacts could result from construction activities and would include impacts from the generation of fugitive dust and the potential introduction of chemical pollutants (including herbicides). Excessive dust can decrease the vigor and productivity of vegetation through effects on light penetration, photosynthesis, respiration, and transpiration, as well as increased penetration of phytotoxic gaseous pollutants and increased incidence of pests and diseases. Erosion and chemical pollution (fuel, oil, lubricants, paints, release agents, and other construction materials) may affect wetlands/jurisdictional waters. The release of chemical pollutants can reduce the water quality downstream and degrade adjacent habitats. However, during construction, erosion-control measures would be implemented as part of the stormwater pollution prevention plan (SWPPP) for the project. Prior to the start of construction activities, the contractor is required to file a Permit Registration Document with the State Water Resources Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved general permit. This permit is required for earthwork that results in the disturbance of 1 acre or more of total land area. The required SWPPP will mandate the implementation of BMPs to reduce or eliminate construction-related pollutants in the runoff, including sediment.

Therefore, direct impacts and temporary indirect impacts would be less than significant due to compliance with regulations and mitigation measures incorporated.

d) ***Would the project 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?***

Less-than-Significant Impact with Mitigation Incorporated. The project site does not function as a wildlife corridor or habitat linkage and does not occur within any designated wildlife corridors of habitat linkages. Direct or indirect impacts to wildlife corridors and habitat connectivity are not anticipated and would therefore be less than significant.

In addition, the project would comply with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513 to prevent the disturbance of nesting birds during construction activities. This would involve clearing the project site of all vegetation outside the nesting season (from September 1 through January 31) or, if construction would commence within the nesting season (which generally runs from February 1 through August 31), would include conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at a construction site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. Compliance with the Migratory Bird Treaty Act would ensure that the implementation of the project would not interfere with the nesting of any

native bird species. With the implementation of Mitigation Measure 4, direct and indirect impacts would be less than significant with mitigation incorporated.

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

No Impact. The proposed project would not conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. The proposed project would be subject to the requirements of Ordinance No. 848, Biological Impact Fee, which requires 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) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. There are no habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the project site. The West Mojave Coordinated Habitat Conservation Plan only applies to federal land, specifically land owned by the Bureau of Land Management. In conjunction with the federal Coordinated Habitat Conservation Plan, a habitat conservation plan was proposed that would have applied to all private properties within the plan area. However, this habitat conservation plan was never approved by the CDFW nor was it adopted by the local agencies (counties and cities) within the plan area. As such, there is no habitat conservation plan that is applicable to the project site and no impacts would occur.

1.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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 Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The following analysis is based, in part, on the Archaeological Resources Assessment prepared by Dudek in March 2023, included as Appendix D.

a) ***Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?***

No Impact. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code [PRC] Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1[q]), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (PRC Section 21084.1; 14 CCR 15064.5[a]).

As presented in the project-specific Archaeological Resources Assessment for the project (Appendix D), a review of historical aerial photographs indicates that the project site has remained undeveloped within a desert landscape with a road running east to west in the same location of present-day Avenue H, along the southern boundary of the project site. By 1987, a dirt road extending north from present-day Avenue H is visible along the western boundary of the project site, consistent with the present-day layout of the dirt road that divides the project site and the extant Michaels Distribution Center. In 2005, the dirt road shown in the 1987 aerial is shown as graded and widened from Avenue H to the northern extent of the project site's western boundary. The southern terminus of this road, near the southwest corner of the project site, is partially paved. The Michaels Distribution Center to the west of the project site is developed and appears consistent with present-day conditions. The southwest corner of the project site appears to be covered with gravel or other material that is not native soil and appears to be associated with the widening of the dirt road to the east of the project site for the Michaels Distribution Center. This is consistent with present-day site conditions (Appendix D).

An intensive-level archaeological pedestrian survey of the project site was completed on December 15, 2022, by Dudek. The project site is comprised of undeveloped lots within a desert landscape, immediately adjacent to the east of an existing warehouse facility. The survey addressed the two parcels that make up the project site (Assessor's Parcel Numbers 3107-026-077 and 3107-026-079). Careful attention was given to barren ground including at the base of bushes, washes, and any subsurface soils exposed by burrowing animals. Soils observed on site consist of light grey very fine-grained silty sand and yellow brown sandy loams with abundant desert shrubs and multiple dry washes. All soils appear consistent with the U.S. Department of Agriculture's description of Pond-Oban complex and Tray loam, slightly saline (Appendix D). The project site has patchy ground visibility that ranges from fair to excellent (50% to 100%). Ground disturbances include aeolian deposited trash, including plastics and cardboard distributed across the site; various vehicle tracks; and bioturbation activities. Recent rain left alluvial deposits across the project site and evidence of localized flooding. No historic-period or prehistoric archaeological resources were observed as a result of the survey.

Therefore, the project would not cause a substantial adverse change in the significance of a known historical resource pursuant to Section 15064.5. However, the potential for intact cultural deposits (archaeological in nature, as opposed to historic in nature) to exist within native soils (below between 3 and 5 feet below ground surface) to the depths of proposed ground disturbance is unknown. In the event that unanticipated cultural resources are encountered during project implementation, an assessment and evaluation of the resources would be conducted, potentially resulting in the determination that the resource is historical in accordance with the definition outlined in Section 15064.5. As a result, the project has a potential to impact and thus cause a substantial adverse change in the significance of a yet unknown historical resource.

Thus, mitigation is required to address impacts related to the inadvertent discovery of yet unknown historical resources. Mitigation Measure 6 is provided, which requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. Mitigation Measure 7 requires the retention of an on-call qualified archaeologist to address inadvertent discoveries. Mitigation Measure 8 requires construction work occurring within 100 feet of a cultural resource discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, Mitigation Measure 8 requires the inadvertent discovery clause be included on all construction plans. With implementation of Mitigation Measure 6, Mitigation Measure 7, and Mitigation Measure 8, potential impacts to historical resources would be reduced to a level that is less than significant with mitigation incorporated.

Mitigation Measures

6. Workers Environmental Awareness Program Training. All construction personnel and monitors who are not trained archaeologists should be briefed regarding unanticipated discoveries prior to the start of construction activities. A basic presentation should be prepared and presented by a qualified archaeologist to inform all personnel working on the project about the archaeological sensitivity of the area. The purpose of the Workers Environmental Awareness Program training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker should also learn the proper procedures to follow in the event that cultural

resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate contacting of the on-call archaeologist and, if appropriate, tribal representative. Necessity of training attendance should be stated on all construction plans.

7. On-Call and Periodic Archaeological Construction Monitoring. In consideration of the general sensitivity of the project site for cultural resources, a qualified archaeologist should be retained to conduct periodic spot monitoring, as well as on call response in the case of an inadvertent discovery of archaeological resources. A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, should oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits. The archaeologist should be responsible for maintaining monitoring logs. Following the completion of construction, the qualified archaeologist should provide an archaeological monitoring report to the lead agency and the South Central Coastal Information Center with the results of the cultural monitoring program.

8. Inadvertent Discovery of Archaeological Resources. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find should immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; California Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted. If the discovery is Native American in nature, consultation with and/or monitoring by a tribal representative may be necessary.

b) ***Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

Less-than-Significant Impact with Mitigation Incorporated. A California Historical Resources Information System (CHRIS) database records search, a review of historical maps and aerial photographs, a review of a geotechnical report prepared for the project site, an archaeological pedestrian survey, and an analysis of the sensitivity of the project site to contain archaeological resources were conducted as part of the Archaeological Resources Assessment that was prepared for the project (Appendix D).

A review of the CHRIS records search (completed November 3, 2022) indicated that 17 previous cultural resources studies have been conducted within 1 mile of the project site. These studies were conducted between 1989 and 2014. Of these investigations, one study, LA-07991, overlaps the project site and two studies, LA-02272 and LA09679, are adjacent to west and south, respectively. The entirety (100%) of the project site has been subject to an archaeological investigation; however, this previous investigation did not include an intensive-level archaeological pedestrian survey.

The CHRIS records search also indicated that 11 cultural resources have been previously recorded within 1 mile of the project site, none of which are located within or immediately adjacent to the project site. These resources consist of five historic-period archaeological sites, three prehistoric isolates, and three historic-period archaeological isolates. These resources were formally recorded between 1990 and 2005. The resource closest to the project site is a historic-period archaeological site (P-36-002824), which is approximately 380 meters (1,250 feet) to the north. The remaining resources identified through the CHRIS records search are primarily mapped to the north, with one to the west and one to the southeast of the project site.

In addition to a CHRIS records search, Native American coordination with the Native American Heritage Commission (NAHC) for a Sacred Lands File (SLF) database search was conducted. The SLF records search was requested on May 31, 2023, to determine the presence of any Native American cultural resources within the project site. The NAHC SLF records search results (received June 27, 2023) were negative for known Native American heritage resources within the project site.

An intensive-level archaeological pedestrian survey of the project site was completed on December 15, 2022, by Dudek, using standard archaeological procedures and techniques. The intensive-level survey methods consisted of a pedestrian survey conducted in parallel transects spaced no more than 10 meters apart (approximately 30 feet). The ground surface was inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, ground stone tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions, features indicative of structures and/or buildings (e.g., standing exterior walls, post holes, foundations), and historical artifacts (e.g., metal, glass, ceramics, building materials). In reference to metal cans, these resources were only considered if they were observed to be within discrete deposits or determined to be from a primary depositional location. Ground disturbances such as burrows, cut banks, trails/vehicular tracks, and drainages were also visually inspected for exposed subsurface materials.

No cultural resources were identified as a result of the review of the CHRIS database, SLF results, or pedestrian survey conducted under reliable conditions. Based on geotechnical testing results, soils present within the project site are native and not overlain with fill; however, evidence of ground disturbance to unknown depths is evidenced by both contemporary conditions observed during the pedestrian survey and a review of the historical aerials. Additionally, evidence of natural modification through wind and water erosion and depositional events was observed during the pedestrian survey. Proposed depths of ground disturbance are anticipated to extend between 3 and 5 feet across the project site and to an assumed maximum depth of 20 feet at the northeast and southeast corners of the project site for installation of the detention basins.

Under AB 52, tribal cultural resources (TCRs) must be considered under CEQA and additional Native American consultation requirements are provided for the lead agency. PRC Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American tribe. AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized.

In consideration of this study's findings relative to the proposed project's depths of ground disturbance, there is potential to find unknown cultural resources within the project site during project implementation, particularly within subsurface soils. Therefore, Mitigation Measures 6–15 are provided to ensure that any

inadvertent discovery of archaeological resources will be treated appropriately and in accordance with the CEQA. Mitigation Measure 9 would require a cultural resource monitoring and inadvertent discovery plan and Mitigation Measure 10 includes an inadvertent discovery clause for human remains to be implemented and included on all construction plans. These measures would ensure that potential project impacts to archaeological resources and human remains would be less than significant with mitigation incorporated.

Mitigation Measures

9. Cultural Resource Monitoring and Inadvertent Discovery Plan. Prior to ground disturbance activities, the applicant and/or subsequent responsible parties should retain a Principal Investigator/Archaeologist, meeting the Secretary of the Interior's Standards, and with experience in California prehistoric and historic resources (including experience within Los Angeles County preferred), to compose a Cultural Resource Monitoring and Inadvertent Discovery Plan. The purpose of the plan is to outline cultural monitoring protocols and a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with the California Environmental Quality Act throughout the duration of the project. The existence of and importance of adherence to this plan should be stated on all project site plans intended for use by those conducting the ground disturbing activities.

10. Inadvertent Discovery of Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code, Section 5097.98.

11. Cultural Resource Monitoring and Inadvertent Discovery Plan. Prior to ground disturbance activities, the applicant and/or subsequent responsible parties shall retain a Principal Investigator/Archaeologist, meeting the Secretary of the Interior's Standards, and with experience in California prehistoric and historic resources (experience within Los Angeles County preferred), to compose a Cultural Resource Monitoring and Inadvertent Discovery Plan, in consultation with Consulting Tribes. The purpose of the plan is to outline cultural monitoring protocols and a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with the California Environmental Quality Act throughout the duration of the project. The existence of and importance of adherence to this plan shall be stated on all project site plans intended for use by those conducting the ground disturbing activities.

12. Tribal Cultural Resources Workers Environmental Awareness Program Training. Prior to ground disturbance activities, Consulting Tribes shall be invited to provide a Tribal Cultural Resources (TCR) Workers Environmental Awareness Program (WEAP) Training and shall be conducted in conjunction with the cultural resources WEAP as outlined in Mitigation Measure

6. The TCR WEAP training shall be provided to all construction personnel to inform on the aspects of TCRs and the procedures for contacting the Tribal entities that have consulted on the project.

13. Tribal Monitoring. Prior to the issuance of the grading permit, the applicant and/or subsequent responsible parties shall secure agreements with the Consulting Tribes to conduct full-time Tribal monitoring during the "initial pass" or initial disturbance of soils that shall include, but is not limited to, demolition, clearing, grubbing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity. "Initial pass" refers to the first disturbance of all soils to the total depth of which they will be disturbed initially. If cultural resources are not encountered after the initial pass, additional Tribal monitoring is not required. However, if cultural resources are encountered during the initial pass, the Tribal Monitor(s) shall observe all remaining ground-disturbing activities, no matter the depth or frequency to which the soil was previously observed, until all ground disturbing activities are complete. Tribal Monitoring services will continue until confirmation is received from the project applicant and/or subsequent responsible parties, in writing, that all scheduled activities pertaining to Tribal Monitoring are complete, be it initial pass or all disturbance, dependent upon inadvertent discovery.

    If the project's scheduled activities requiring Tribal Monitoring are suspended without a confirmed date for the resumption of activities requiring Tribal Monitoring, a confirmed resumption date shall be submitted to the Tribe(s) by the applicant and/or subsequent responsible parties, in writing via email, providing 5 days' notice (if possible).

    If cultural resources are encountered, the Tribal Monitor will have the authority to request that ground-disturbing activities cease within 100 feet of discovery and a qualified archaeologist meeting Secretary of Interior standards retained by the project applicant, as well as the Tribal Monitor shall assess the find. Discoveries shall be treated in according to the Cultural Resource Monitoring and Inadvertent Discovery Plan developed for the project.

14. Inadvertent Discovery of Human Remains**.** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the discoveries shall be treated in accordance with state and local regulations, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e).

15. Disposition of Tribal Cultural Materials and Coordination with Consulting Tribes. The City and/or applicant shall, in good faith, consult and cooperate with the Consulting Tribes on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

c) ***Would the project disturb any human remains, including those interred outside of formal cemeteries?***

Less-than-Significant Impact with Mitigation Incorporated. No cultural resources were identified as a result of a review of the CHRIS database and pedestrian survey conducted under reliable conditions. Based on geotechnical testing results, soils present within the project site are native and not overlain with

fill; however, evidence of ground disturbance to unknown depths is evidenced by both contemporary conditions observed during the pedestrian survey and a review of the historical aerials. Additionally, evidence of natural modification through wind and water erosion and depositional events was observed during the pedestrian survey. Proposed depths of ground disturbance are anticipated to extend between 3 and 5 feet across the project site and to an assumed maximum depth of 20 feet at the northeast and southeast corners of the project site for installation of the detention basins. Though unlikely, in consideration of this study's findings relative to the proposed project's depths of ground disturbance, there is potential to find unknown human remains within the project site during project implementation, particularly within subsurface soils. Therefore, Mitigation Measure 14 is provided which includes an inadvertent discovery clause of archaeological resources and human remains to be implemented and included on all construction plans. Compliance with these measures will ensure that potential project impacts to unanticipated discovery of human remains would be less than significant with mitigation incorporated.

1.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

Electricity

Less-than-Significant Impact. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers and heating, ventilation, and air conditioning [HVAC]) would be provided by Southern California Edison. The amount of electricity used during project construction would be minimal because typical demand stems from the use of electronic equipment, in addition to electrically powered hand tools. As the electricity used for construction activities would be temporary and minimal, impacts related to electricity consumption during project construction would be less than significant.

Natural Gas

Less-than-Significant Impact. Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the subsection "Petroleum." Any minor amounts of natural gas that may be consumed as a result of construction would be temporary and negligible and would not have an adverse effect on the environment; therefore, impacts would be less than significant.

Petroleum

Less-than-Significant Impact. Off-road equipment used during construction of the project would primarily rely on diesel fuel, as would vendor and haul trucks. In addition, construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel in gasoline-powered light-duty vehicles.

The estimated diesel fuel usage from construction equipment, haul trucks, vendor trucks, and on-site water trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 7.

Table 7. Total Proposed Project Construction Petroleum Demand

Scenario	Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	On-Site Water Trucks (diesel)	Worker Vehicles (gasoline)
	Gallons				
Project Construction	31,331.26	21,376.59	15,588.76	10.77	21,407.35
Total Petroleum Consumed for Project Construction					**89,714.73**

Source: Appendix B.

Construction associated with the development of the project is estimated to consume a total of approximately 89,715 gallons of petroleum. The project would be subject to the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index is less than or equal to the calculated fleet average target rate or that the fleet has met the Best Achievable Control Technology requirements.

Overall, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Further, the petroleum consumed related to construction would be typical of construction projects of similar types and sizes and would not necessitate new petroleum resources beyond what are typically consumed in California. Therefore, because petroleum use during project construction would be temporary and minimal and would not be wasteful or inefficient, impacts would be less than significant.

Operation

Electricity

Less-than-Significant Impact. Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, landscaping equipment, and cargo handling equipment. For the project, 100% of the building electricity (including electric landscaping and cargo handling equipment charging) would be offset by rooftop solar. As such, upon project implementation, electricity demand at the project site would increase by 289,242 kilowatt-hours per year for parking lot lighting. Although electricity consumption would increase at the project site, the project would result in a highly energy efficient building and the additional electricity demand for the proposed project would not be unusual or wasteful as compared to overall local and regional demand for energy resources. For these reasons, electricity consumption of the project would not be considered inefficient or wasteful, and impacts would be less than significant.

Natural Gas

Less-than-Significant Impact. The project is estimated to consume approximately 7,621,615 thousand British thermal units of natural gas per year. The project proposes conventional industrial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the project are not inherently energy intensive and the project natural gas demands in total would be comparable to other projects of similar scale and configuration. Additionally, the project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Prior to project approval, the applicant would ensure that the project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Thus, the natural gas consumption of the project would not be considered inefficient or wasteful, and impacts would be less than significant.

Petroleum

Less-than-Significant Impact. During operations, fuel consumption would involve the use of motor vehicles traveling to and from the project site under the project. Fuel demand estimates for the project are provided in Table 8.

Table 8. Operational Petroleum Demand

Scenario	Employee Vehicles (gallons of gasoline)	Trucks (gallons of diesel)
Project Operations	84,965.83	322,331.05
Total Petroleum Consumed for Project Operations		**407,296.88**

Source: Appendix B.

As summarized in Table 8, the project would result in an estimated annual increase in fuel demand of approximately 407,297 gallons of fuel. Fuel would be provided by current and future commercial vendors. Trip generation and VMT associated with the project are consistent with other industrial uses of similar scale and configuration. That is, the project does not propose uses or operations that would inherently result in excessive and wasteful activities or associated excess and wasteful vehicle energy consumption. In addition, as detailed in Attachment D to Appendix B, there would be no net increase in VMT per service population with the project after mitigation and there would be a slight decrease in the total regional VMT with the project after mitigation has been implemented, since the project would fulfill a need for industrial warehouse uses and employment opportunities where they do not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities. Also, although not accounted for in Table 8, the project would implement measures that would further reduce petroleum demand, such as the incorporation of EV charging spaces and stations. Finally, enhanced fuel economies due to federal and state regulatory actions and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. As supported by the preceding discussions, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and impacts would be less than significant.

Renewable Energy Potential

As part of the project's design process, the applicant considered how the project could potentially increase its reliance on renewable energy sources to meet the project's energy demand. Renewable energy sources that were considered for their potential to power the project, consistent with the California Energy Commission's definition of eligible renewables, include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the project's location and the nature of the project, there are considerable site constraints including incompatibility with surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, potential incompatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, wind, and hydroelectric renewable energy to be installed on site.

The project would comply with all applicable Title 24 code provisions, such as the solar ready building mandatory requirements. Beyond that, the project would commit to on-site solar generation sufficient to meet 100% of the project's total operational energy requirements from within the building envelope.

In summary, the project includes the on-site renewable energy source (i.e., solar) that was determined to be feasible for the site and does not include the on-site renewable energy sources that were determined to be infeasible.

Summary

The project would use renewable energy on site as determined to be feasible and would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during project construction or operation. Impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR Part 6). Part 6 of Title 24 establishes energy efficiency standards for non-residential buildings constructed in California in order to reduce energy demand and consumption. As such, the project would comply with the California code requirements for energy efficiency. Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards. The California Green Building Standards institute mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. Additionally, energy consumed by the project's operation would be less than or comparable to energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

1.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a) Would the project 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.

No Impact. The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. As shown in Section III of the General Plan, the City is traversed by the San Andreas Fault System (City of Lancaster 2009). The Alquist-Priolo Earthquake Fault Zone, as identified in the General Plan Safety Element, is approximately 9.4 miles from the project site (City of Lancaster 2022). The proposed development lies outside of any Alquist-Priolo Special Studies Zone, and damage due to direct fault rupture is considered unlikely (Appendix E, Geotechnical Investigation). Additionally, based on a review of the California Department of Conservation regulatory maps, the project site is not located in a designated Fault Hazard Zone (CDOC 2015). Therefore, no impacts associated with fault rupture would occur.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. However, as previously addressed in Section 1.7(a)(i), the project site is approximately 9.4 miles from the San Andreas Fault Zone, which is capable of producing a Magnitude 6.7 earthquake (City of Lancaster 2022). Pursuant to Title 15, Buildings and Construction, of the City's Municipal Code, the project would incorporate the design recommendations included in the project-specific geotechnical report, included as Appendix E, which will be subject to review and approval by City staff prior to issuance of a grading permit. The project's geotechnical report provides specific design recommendations to ensure the structural integrity of the project in the event that seismic ground shaking is experienced at the project site. These recommendations include performing remedial grading, over-excavating existing soils, and recompacting these soils with structured fill, among other technical design recommendations (Appendix E). Additionally, the project's structures would be designed consistent with the most recent version of the California Building Code, which includes universal standards relating to seismic load requirements. With implementation of the recommendations of the project's geotechnical report, impacts associated with strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. According to the project's geotechnical report, liquefaction is not a concern for the project site (Appendix E). Therefore, impacts associated with liquefaction would be less than significant.

iv) Landslides?

No Impact. The project site is relatively flat and is not within an area susceptible to landslides as shown in General Plan Figure 5 (City of Lancaster 2022). Therefore, no impact associated with landslides would occur on the project site.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Short-Term Construction Impacts

Less-than-Significant Impact with Mitigation Incorporated. Temporary exposure of ground surfaces during construction could result in erosion or loss of soil during storm events. Construction projects that involve the disturbance of 1 or more acres of soil, including clearing, grading, and disturbances to the ground such as stockpiling or excavation, are required to obtain coverage under the State Water Resources Control Board General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit). The Construction General Permit requires the development and implementation of a SWPPP (SWRCB 2022a). The project would also be required to adhere to all applicable AVAQMD rules and regulations, including submittal and implementation of a dust control plan and signage per Mitigation Measure 16, including preparation of a SWPPP and installation of BMPs. Implementation of Mitigation Measure 16 would reduce the potential for both stormwater runoff and soil erosion impacts. Therefore, short-term construction impacts associated with soil erosion would be less than significant after mitigation.

Mitigation Measure

16. 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 on-site compliance inspection by an AVAQMD field inspector. Proof of compliance shall be submitted to the City.

Long-Term Operational Impacts

Less-than-Significant Impact. Following construction of the project, ground surfaces would be covered by the proposed warehouse building or otherwise stabilized with landscaping and paving. The stormwater generated on site, along with any sediments contained within the stormwater, would be directed into an on-site underground infiltration/detention system to be treated on site. Therefore, the potential for substantial soil erosion or the loss of topsoil would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-than-Significant Impact. As previously discussed, the project would be designed consistent with the specific design recommendations of the project's geotechnical report (Appendix E). Implementation of these recommendations would address potentially hazardous conditions and ensure structural integrity in

the event that seismic-related issues are experienced at the project site. With implementation of the recommendations of the project's geotechnical report, impacts would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Much damage can be caused to building foundations, roads, and other structures by the swelling and shrinking of soils as a result of wetting and drying. The upper soils at the project site are medium (Expansion Index = 0–71) in expansion potential (Appendix E). Compliance with California Building Code requirements would reduce the potential risk to people and structures due to unstable and expansive soils. Therefore, impacts associated with expansive soils would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project would connect directly to the municipal sanitary sewer system and would not require septic tanks or any other alternative wastewater disposal system. Therefore, no impacts associated with the ability of soils to support septic tanks would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of once living plants and/or animals and their traces (e.g., burrows and tracks) preserved in Earth's crust and are generally considered to be greater than 5,000 years old or prior to recorded human history per the Society of Vertebrate Paleontology guidelines (SVP 2010). With the exception of fossils found in low-grade metasedimentary rocks, significant paleontological resources are found in sedimentary rock units that are old enough to preserve the remains or traces of plants and animals.

The project area is located within the Mojave Desert Geomorphic Province, which is characterized by rugged mountain ranges with intervening alluvial fans, bajadas, and valleys that have no drainage to the ocean (CGS 2002). According to the published surficial geologic mapping at a scale of 1:24,000, the project site is underlain by Holocene to Late Pleistocene (less than approximately 12,000 years ago) younger playa deposits (map unit Qyp) (Cohen et al. 2023; Hernandez 2010). As described in the geotechnical report (Appendix E), these deposits are typically stiff to hard sandy clays and medium dense clayey sands with varying amounts of silt that extend down to at least 25 feet below the ground surface (bgs).

Dudek requested a paleontological records search from the Natural History Museum of Los Angeles County, which reported no fossil localities from within the project site; however, they reported several nearby localities from the same sedimentary deposits that range in depth from surface to 21 feet bgs. Fossil locality LACM VP 7884 produced a fossil camel (*Camelops hesternus*) from an unknown Pleistocene formation at the intersection of East 3rd Street and East Avenue H-13 from a depth of 4 feet bgs (NHMLA 2023). LACM VP 7853 yielded rabbit (*Sylvilagus*), camel (Camelidae), antelope squirrel

(*Ammospermophilus*), kangaroo rat (*Dipodymus*), pocket mouse (*Perognathus*), pack rat (*Neotoma*), deer mouse (*Peromyscus*), vole (Microtinae), pocket gopher (*Thomomys*), iguana (*Dipsosaurus*), spiny lizard (*Sceloporus*), side blotched lizard (*Uta*), three types of colubrid snakes (*Trimorphodon, Masticophis, Phyllorhynchus*), night lizard (*Xantusia*), western alligator lizard (*Elgaria*), toothy skinks (*Plestiodon*), whiptail lizard (*Aspidocelis*), spiny lizards (*Phrynosomatidae*), and smelt (*Osmeridae*) from a depth of 3 to 11 feet bgs from an unknown Pleistocene formation at the Lancaster landfill. LACM VP 5942-5950 yielded the following taxa: kingsnake (*Lampropeltis*), unknown lizard (*Lacertilia*), leopard lizard (*Gambelia*), snake (*Ophidia*), gopher snake (*Pituophis*), rabbit (Lagomorpha), rodent (Rodentia), pocket gopher (*Thomomys*), pocket mouse (*Chaetodippus*), kangaroo rat (*Dipodomys*), and birds (Aves), from 0 to 9 feet bgs along Avenue S between Palmdale to Lake Los Angeles (NHMLA 2023). A single camelid (*Hemiauchenia*) specimen was found at LACM VP 7891 from a depth of 21 feet bgs in an unknown Pleistocene formation near the California Aqueduct (NHMLA 2023).

Nearby in Rosamond, California, the Travertine development along SR-14 yielded a mammoth molar and associated dentary fragment, which are housed at the Buena Vista Museum of Natural History in Bakersfield, California. Prehistoric Lake Thompson dates back to the Pleistocene and is thought to have occupied areas east and west of SR-14 in Rosamond, California, and possibly areas to the south in Lancaster, California. These lake deposits have been associated with the recovery of other Pleistocene, or "Ice Age," paleontological resources (Wilkerson et al. 2011).

Holocene to late Pleistocene (less than approximately 12,000 years ago) younger playa deposits and similar deposits have been shown to produce fossil resources with a greater chance at depth, and therefore have a low to high paleontological sensitivity.

Areas of the project site are underlain by Holocene to late Pleistocene sedimentary deposits, as discussed in the 2022 geotechnical report by Southern California Geotechnical (Appendix E) and the paleontological resources records search (Confidential Appendix F). Given the proximity of past fossil discoveries in the surrounding area within shallow Holocene and late Pleistocene alluvial deposits, the project site is highly sensitive for supporting paleontological resources below the depth of fill and weathered Holocene and Pleistocene age deposits. If intact paleontological resources are encountered on site, ground-disturbing activities associated with construction of the proposed project, such as grading during site preparation and trenching for utilities, have the potential to adversely impact a unique paleontological resource or locality. As such, the project site is considered to be potentially sensitive for paleontological resources; without mitigation, the potential damage to paleontological resources during construction associated with the project would be a potentially significant impact. Mitigation Measure 17 would be required to ensure that subsurface construction activity complies with the standard procedures for treatment of unanticipated discovered of paleontological resources; therefore, impacts associated with paleontological resources would be less than significant with mitigation incorporated.

Mitigation Measure

17. Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) 2010 guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP 2010 guidelines and should outline requirements for pre-construction meeting attendance and worker environmental awareness training; where monitoring is required within the project site based on construction plans and/or geotechnical reports; procedures for adequate paleontological

monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The qualified paleontologist shall attend the pre-construction meeting and a qualified paleontological monitor shall be on site during all rough grading. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

1.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The significance of the project's greenhouse gas (GHG) emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, responses to the two Appendix G questions have been combined into one analysis. A quantification of emissions for the project is provided at the end of the analysis for informational purposes only.

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

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

Potential to Conflict with State Reduction Targets and CARB's Scoping Plan

Less-than-Significant Impact. The California State Legislature passed the Global Warming Solutions Act of 2006 (AB 32) to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the state has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. For the project, the relevant GHG emissions reduction targets include those established by Senate Bill (SB) 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030 and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter.

As defined by AB 32, CARB is required to develop the Scoping Plan, which provides the framework for actions to achieve the state's GHG emission targets. The Scoping Plan is required to be updated every 5 years and requires CARB and other state agencies to adopt regulations and initiatives that will reduce GHG emissions statewide. The first Scoping Plan was adopted in 2008 and it was updated in 2014, 2017, and most recently in 2022. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used as the sole basis for project-level evaluations, it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in

alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

CARB's 2017 Climate Change Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017). The most recent CARB 2022 Scoping Plan for Achieving Carbon Neutrality update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress is making toward the 2030 SB 32 target (CARB 2022). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2017 and 2022 Scoping Plan updates that outline the strategy to achieve those targets are the most applicable to the project.

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350) and increase stringency of the low carbon fuel standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and measures to increase stringency of SB 375 targets. The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit; and displacing fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022). Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (low-carbon fuel standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

Regarding VMT reduction efforts, a Supplemental Vehicle Miles Traveled Analysis (Attachment D to Appendix B) was prepared based on the total VMT per service population (employees) for the Antelope Valley region to evaluate potential VMT impacts at the regional level. As detailed in Attachment D to Appendix B, there would be no net increase in VMT per service population in the Antelope Valley region with the project and there would be a slight decrease in the total regional VMT (including truck trips) with the project, since the project would fulfill a need for industrial warehouse uses and employment opportunities where they do not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities. As such, the project would support the 2017 and 2022 Scoping Plan Update's goals by resulting in a VMT reduction in the region.

Table 9 highlights measures that have been developed under the 2017 Scoping Plan and presents the project's consistency with the applicable 2017 Scoping Plan measures.

To further improve the efficacy of the Scoping Plan Reduction Measures and reduce project related GHG emissions, APMs have been incorporated in the project design and would be implemented during construction and operation of the project. A detailed description of all project APMs as identified in Table 9 are provided in Appendix A.

Table 9. Project Potential to Conflict with the 2017 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
Transportation Sector	
Advanced Clean Cars	***No conflict.*** The project's employees and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	***No conflict.*** Motor vehicles driven by the project's employees and customers would use compliant fuels.
Last-Mile Delivery	***No conflict.*** The location of the project would support this measure by locating distribution closer to the end user. There would be a slight decrease in the total regional VMT with the project, since the project would fulfill a need for industrial warehouse uses and employment opportunities where they do not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities.
Reduction in VMT	***No Conflict.*** The project would not prevent CARB from implementing this measure. As discussed above, there would be a slight decrease in the total regional VMT with the project (see Attachment D of Appendix B).
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction	***No conflict.*** The project would require zero emission cargo handling equipment (APM-16) and would not include cold storage.
Heavy-Duty Vehicle GHG Emission Reduction ▪ Tractor-Trailer GHG Regulation ▪ Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	***No conflict.*** Heavy duty trucks accessing the project site would be subject to this measure.
Medium and Heavy-Duty GHG Phase 2	***No conflict.*** Heavy duty trucks accessing the project site would be subject to this measure.
Electricity and Natural Gas Sector	
Energy Efficiency Measures (Electricity)	***No conflict.*** The project would be constructed in accordance with CALGreen and Title 24 building standards. In addition, the project would install solar to offset 100% of the building electricity demand (APM-10).
Energy Efficiency (Natural Gas)	***No conflict.*** The project would be constructed in

Table 9. Project Potential to Conflict with the 2017 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
	accordance with CALGreen and Title 24 building standards.
Renewables Portfolio Standard (33% by 2020)	***No conflict.*** The project would procure electricity from Lancaster Choice Energy (LCE), which is in compliance with this measure.
Renewables Portfolio Standard (50% by 2050)	***No conflict.*** The project would procure electricity from LCE, which is on a trajectory to be compliance with this measure.
Water Sector	
Water Use Efficiency	***No conflict.*** The project would be constructed in accordance with CALGreen and Title 24 building standards and would implement a water conservation strategy to reduce indoor and outdoor water by at least 20% (APM-13).
Recycling and Waste Management Sector	
Mandatory Commercial Recycling	***No conflict.*** The project would include recycling and solid waste diversion (APM-13).

Source: CARB 2017.
Notes: GHG = greenhouse gas; CARB = California Air Resources Board; VMT = vehicle miles traveled; CALGreen = California Green Building Standards.

Table 10 highlights the measures from the 2022 Scoping Plan that are relevant to the project.

Table 10. Project Potential to Conflict with 2022 Scoping Plan GHG Reduction Measures

Action	Potential to Conflict
GHG Emissions Reductions Relative to the SB 32 Target	
40% below 1990 levels by 2030	***No conflict.*** While the SB 32 GHG emissions reduction target is not an action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.
Smart Growth VMT Sector	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	***No conflict.*** The project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. As detailed below, the project would be consistent with the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California region pursuant to SB 375.

LDV ZEVs Sector	
100% of LDV sales are ZEV by 2035	***No conflict.*** As this action pertains to LDV sales within California, the project would not obstruct or interfere with its implementation. Furthermore, the project would support the transition from fossil fuel LDV to ZEV through its provision of Level 2 (or faster) EV chargers (APM-12).
Truck ZEVs Sector	
100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040	***No conflict.*** As this action pertains to MDV and HDV sales within California, the project would not obstruct or interfere with its implementation. Furthermore, the project would support the transition from fossil fuel MDV and HDV to ZEV through its installation of conduit in tractor trailer parking areas to support potential future truck charging stations (APM-11).
Electricity Generation Sector	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2030 and 30 $MMTCO_2e$ in 2035 Retail sales load coverage[1] 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources	***No conflict.*** As this action pertains to the statewide procurement of renewably generated electricity, the project would not obstruct or interfere with its implementation. The project would support increased usage of renewable electricity through the installation of on-site solar panels sufficient to meet at least 100% of the project's total operational energy requirements from within the building envelope (APM-10).
New Residential and Commercial Buildings Sector	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	***No conflict.*** The project would not obstruct or interfere with agency efforts to meet the all-electric appliance and heat pump goals.
Construction Equipment Sector	
25% of energy demand electrified by 2030 and 75% electrified by 2045	***No conflict.*** As this action pertains to the electrification of off-road equipment across California, the project would not obstruct or interfere with its implementation. The project would support the action through the requirement that all cargo handling and landscaping equipment to be zero-emission (APM-16).
Low Carbon Fuels for Transportation Sector	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	***No conflict.*** The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for transportation.
Low Carbon Fuels for Buildings and Industry Sector	
In 2030s biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	***No conflict.*** The project would not obstruct or interfere with agency efforts to increase the provision of low carbon fuels for use in buildings and industry.

High GWP Potential Emissions Sector	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	***No conflict.*** The project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants.

Source: CARB 2022.
Notes: GHG = greenhouse gas; SB = Senate Bill; VMT = vehicle miles traveled; SCAG = Southern California Association of Governments; RTP = Regional Transportation Plan; SCS = Sustainable Communities Strategy; LDV = light-duty vehicle; ZEV = zero emissions vehicle; EV = electric vehicle; GWP = global warming potential.
[1] As noted in Table 2-1 of the 2022 Scoping Plan, SB 100 speaks only to retail sales and state agency procurement of electricity (i.e., wholesale or non-retail sales and losses from storage and transmission and distribution lines are not subject to the law).

Based on the analysis in Table 9 and Table 10, the project would not conflict with the applicable strategies and measures in the 2017 Scoping Plan and 2022 Scoping Plan, respectively.

The 2045 carbon neutrality goal required CARB to expand proposed actions in the 2022 Scoping Plan to include those that capture and store carbon in addition to those that reduce only anthropogenic sources of GHG emissions. The 2022 Scoping Plan emphasizes that reliance on carbon sequestration in the state's natural and working lands will not be sufficient to address residual GHG emissions and achieving carbon neutrality will require research, development, and deployment of additional methods to capture atmospheric GHG emissions (e.g., mechanical direct air capture). Given that the specific path to neutrality will require development of technologies and programs that are not currently known or available, the project's role in supporting the statewide goal would be speculative and cannot be wholly identified at this time.

Overall, the project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As mentioned above, several Scoping Plan measures would result in reductions of project-related GHG emissions with no action required at the project-level, including those related to energy efficiency, reduced fossil fuel use, and renewable energy production by the utility. In addition, as identified previously, the project would result in a slight reduction in regional employee VMT, as well as requiring on-site solar panels sufficient to meet at least 100% of the project's total operational energy requirements from within the building envelope (including charging the 100% electric landscaping and cargo handling equipment), EV charging stations, a water conservation strategy, and solid waste diversion. As demonstrated above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates and with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals. Impacts would be less than significant.

Potential to Conflict with the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Less-than-Significant Impact. The following strategies are intended to support implementing Connect SoCal 2020 and reducing GHGs: focus growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region (SCAG 2020). The strategies that pertain to residential development and SCAG's support of local jurisdiction sustainability efforts would not apply to the project. The project's potential to conflict with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** One of the strategies within Connect SoCal 2020 is to expand job opportunities near transit and along center-focused main streets, as well as to promote the redevelopment of underperforming retail development and other outmoded

non-residential uses. The project would not conflict with this strategy as the project is located adjacent to Avenue H and about 1 mile from SR-14 and would fulfill a need for industrial warehouse uses and employment opportunities where they do not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities.

- **Leverage Technology Innovations**. One of the technology innovations identified in Connect SoCal 2020 that would apply to the project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The project would not conflict with SCAG's ability to implement this strategy as it would utilize all-electric cargo handling and landscaping equipment during operation and would include EV charging stations for vehicles.
- **Promote a Green Region**. The third applicable strategy within Connect SoCal 2020 for individual developments, such as the project, involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. The project would incorporate multiple design features that would reduce GHGs, such as full rooftop solar to offset 100% of building electricity use (including charging the 100% electric cargo handling and landscaping equipment), EV charging stations, a water conservation strategy, and solid waste diversion.

Based on the analysis above, the project would be consistent with Connect SoCal 2020. Impacts would be less than significant.

Potential to Conflict with the City of Lancaster Climate Action Plan

Less-than-Significant Impact. The City's Climate Action Plan (CAP) includes a total of 61 projects across eight sectors that would enhance the community, improve government operations, and ultimately reduce GHG emissions. The eight sectors are transportation, energy, municipal operations, water, waste, built environment, community, and land use (City of Lancaster 2017). The project would be consistent with the following measures identified in the CAP:

- **Transportation**
  - Measure 4.1.2c: Pedestrian Amenities. The project would improve pedestrian facilities along Avenue H.

  Additionally, although not captured in the CAP measures, the project would result in a slight decrease in the total regional VMT, since the project would fulfill a need for industrial warehouse uses and employment opportunities where they do not currently exist, thus eliminating the need to travel farther distances for such services and employment opportunities (Attachment D of Appendix B). In addition, the project would support the transition from fossil fuels to zero emission vehicles through the inclusion of EV charging stations for passenger vehicles (APM-12), as well as installation of conduit to support future heavy-duty truck charging stations (APM-11).
- **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. In addition, the project would generate enough renewable solar energy to offset 100% of electricity use from within the building envelope (APM-10).

- **Water**
  - Measure 4.4.2a: Sensor Technology. Water saving irrigation, such as sensor technology, would be installed with landscaping on the project site. The project would include a water conservation strategy to reduce indoor and outdoor water use by at least 20% (APM-13).
- **Waste**
  - Measure 4.5.1b: Recycling Incentives. Bins for trash, recycling, and organics enclosures would be provided on the project site and the project would require at least 50% diversion of solid waste from landfills (APM-13).
- **Community**
  - Measure 4.7.2a. Sustainability Incubator/Local Job Creation. The project would fulfill a need for industrial warehouse uses and employment opportunities where they do not currently exist.
  - Measure 4.7.3a: Xeriscaping. All landscaping within the development would be designed to be water efficient in accordance with the City's Municipal Code. This includes incorporation of the water conservation strategy to reduce indoor and outdoor water use by at least 20% (APM-13).
  - Measure 4.7.4c: Conservation Habitat Acquisition. All development projects, including the proposed project, are required to pay a Biological Impact Fee pursuant to the City's Municipal Code to offset the overall loss of biological resources within Antelope Valley. This fee is utilized to fund the acquisition of habitat, which is placed under a conservation easement.

Based on the preceding considerations, the project would not conflict with applicable measures in the City's CAP. Impacts would be less than significant.

Quantification of Emissions

In accordance with CEQA Guidelines Section 15064.4(c), the project's construction and operational GHG emissions have been quantified for disclosure purposes only. The project's significance has been evaluated based on its potential to conflict with applicable GHG reduction plans.

Construction Emissions

Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. GHG emissions generated by project construction are presented in Table 11.

Table 11. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons				
2023	476.56	0.01	0.04	0.36	490.27
2024	408.82	0.01	0.02	0.42	416.57
Total	**885.38**	**0.02**	**0.07**	**0.78**	**906.84**
			Amortized Construction Emissions (Over 30-Years)		*30.23*

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R = refrigerants; CO_2e = carbon dioxide equivalent.
Totals may not sum due to rounding.
See Appendix B for complete results.

As shown in Table 11, the estimated total GHG emissions during construction would be approximately 907 metric tons of carbon dioxide equivalent. Estimated project-generated construction emissions amortized over 30 years would be approximately 30 metric tons of carbon dioxide equivalent per year.

Operational Emissions

Following the completion of construction activities, the project would generate GHG emissions from mobile sources (vehicle trips), energy sources (natural gas combustion), water supply and wastewater treatment, solid waste generation, and refrigerants. Building electricity, including electricity needed to charge landscaping and cargo handling equipment, would be offset by solar and therefore would not result in GHG emissions. The estimated annual operational project GHG emissions from these sources are shown in Table 12.

Table 12. Estimated Annual Operational Greenhouse Gas Emissions (Metric Tons per Year)

Emission Source	CO_2	CH_4	N_2O	R	CO_2e
Mobile	4,036.55	0.05	0.50	6.35	4,192.69
Area	0.00	0.00	0.00	N/A	0.00
Energy[a]	450.14	0.04	0.00	N/A	451.53
Water/Wastewater[b]	90.97	2.39	0.06	N/A	167.70
Waste[c]	16.58	1.66	0.00	N/A	58.01
Total	**4,594.24**	**4.13**	**0.56**	**6.35**	**4,869.93**
				Amortized Construction Emissions	*30.23*
				Net Change with Amortized Construction Emissions	**4,900.16**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R = refrigerants; CO_2e = carbon dioxide equivalent; GHG = greenhouse gas.
See Appendix B for complete results. Totals may not sum due to rounding.

[a] The energy category accounts for 100% building electricity offset from solar (APM-10), including zero emission landscaping and cargo handling equipment (APM-16). As these sources are anticipated to be powered by renewable electricity, they are not included in this inventory.

[b] Accounts for implementation of the water conservation strategy (APM-13).

[c] Accounts for 50% solid waste diversion from landfills (APM-13).

As shown in Table 12, the estimated GHG emissions from operation of the project would be approximately 4,900 metric tons of carbon dioxide equivalent per year, including amortized construction emissions.

Summary

As shown above, the project would not conflict with CARB's 2017 or 2022 Scoping Plan updates or with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals, SCAG's Connect SoCal 2020, or the City's CAP. Therefore, impacts related to the consistency with an appliable GHG reduction plan would be less than significant.

1.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

Less-than-Significant Impact. While a specific tenant for the project has not been identified, the proposed use as an industrial warehouse building would likely include business operations that would primarily involve the loading and unloading of trailers within designated truck courts/loading areas and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. As such, there would likely be routine transport, use, and disposal of

hazardous materials, including petroleum products, cleaning supplies, paints, and other products associated with maintenance activities. As a result, the proposed project could result in potentially adverse impacts to people and the environment as a result of hazardous materials being released into the environment.

During construction, the storage and handling of hazardous materials would occur in accordance with standard construction BMPs to minimize the potential for spill or release and ensure that any such spill or release would be controlled on site in accordance with NPDES requirements under the General Construction Permit. Standard construction BMPs include storing all hazardous materials inside buildings or under other cover, vehicle specifications for hazardous material transport and disposal, procedures for safe storage, and training requirements for those handling hazardous materials.

Also, once constructed, operation of the project would likely involve the use of industrial-grade chemicals and commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available products during the day-to-day operation of the facilities. While these materials could be stored on the project site, storage would be required to comply with the guidelines established by the manufacturer's recommendations. Consistent with federal, state, and local requirements, the transport, removal, and disposal of hazardous materials from the project site would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal must comply with all applicable federal, state, and local agencies and regulations, including the U.S. Environmental Protection Agency, Department of Toxic Substances Control, California Occupational Safety and Health Administration, Resource Conservation and Recovery Act, and the County of Los Angeles Fire Department, Health Hazardous Materials Division. As a Certified Uniform Program Agency, the Health Hazardous Materials Division administers the following programs within Los Angeles County: the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program, the Aboveground Storage Tank Program, and the Underground Storage Tank Program.

Although the future tenants are not known yet, in the event that a future tenant's operations require them to transport, use, or dispose of quantities of hazardous materials identified by the state, pursuant to the California Health and Safety Code, the owner/operator must complete and submit a hazardous materials business plan (HMBP) to the California Environmental Reporting System. An HMBP is a document containing detailed information on the inventory of hazardous materials at a facility; emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material; training for all new employees and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of a hazardous material; and a site map that contains north orientation, loading areas, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shutoffs, evacuation staging areas, hazardous material handling and storage areas, and emergency response equipment. The HMBP provides basic information necessary for use by first responders to prevent or mitigate damage to the public health and safety and the environment from a release or threatened release of hazardous materials, and to satisfy federal and state community right-to-know laws.

Compliance with these regulations, policies, and BMPs would ensure that impacts related to the creation of significant hazards to the public through routine transport, use, and disposal of hazardous materials or accident conditions involving the release of hazardous materials would be less than significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. During construction, hazardous materials such as fuels and lubricants would be transported to and used on site in construction vehicles and equipment. Construction waste is a potential pollutant source of concern if allowed in contact with stormwater runoff untreated. Concrete, paint, and other materials that are also used on construction sites are major contributors to habitat pollution, in the event that such materials exit a construction site. However, the potential for the use of these materials to result in significant hazards to the public or the environment would be low for the reasons described below.

The project contractor and construction crews would be required to comply with all applicable regulations governing the storage, handling, and disposal of hazardous materials and waste. The project would also be required to comply with the NPDES General Construction Permit. Implementation of this permit would require the development of a site-specific SWPPP for construction activities. The SWPPP is required to identify BMPs that protect stormwater runoff and ensure avoidance of substantial degradation of water quality, including measures to control hazardous materials from accidental releases. Typical BMPs that could be incorporated into the SWPPP to minimize the off-site runoff of pollutants would include the following:

- diverting off-site runoff away from the construction site
- dedicated areas for refueling and storage of hazardous materials with secondary containment protections
- using drop inlet protection (filters and sandbags or straw wattles), with sandbag check dams within paved areas
- implementing specifications for construction waste handling and disposal
- on-site storage of spill containment equipment
- training, including for subcontractors, on general site housekeeping and spill response plans

Incorporation of required BMPs would help control the use of hazardous substances during construction and would minimize the potential for such substances to leave the site. As a result, there would be reduced potential for the public and environment to be exposed to hazardous chemicals and materials from construction activities. The implementation of applicable construction BMPs and adherence to applicable hazardous materials and waste regulations would minimize the risk of exposure to a release of hazardous materials to the public and environment to less-than-significant levels.

Upon completion of project construction, routine operation of the project facilities would likely involve use of industrial grade chemicals and commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available products. These materials would be used for the day-to-day operation of the facilities and may involve the use of hazardous materials.

As previously discussed in Section 1.9(a), the future tenants are not known yet. In the event that a future tenant's operations require them to transport, use, or dispose of quantities of hazardous materials identified by the state, pursuant to the California Health and Safety Code and in accordance with the Health Hazardous Materials Division's Certified Uniform Program Agency requirements, the owner/operator must complete and submit an HMBP to the California Environmental Reporting System. Completion of an HMBP would ensure that an emergency spill response and containment plan is in place in the event of hazardous spills.

Furthermore, the use, storage, and transport of hazardous materials and wastes would be subject to applicable federal, state, and local health and safety regulations (e.g., Resource Conservation and Recovery Act and the Hazardous Waste Control Act "cradle to grave" requirements). All hazardous materials generated and/or used on the project site would be managed in accordance with all relevant federal, state, and local laws, including the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (22 CCR 4.5). Moreover, compliance with California Occupational Safety and Health Administration workplace and work practices requirements would avoid the exposure of persons and the environment to hazardous materials.

In addition to the regulations and practices described above, the following requirements would apply to storage and handling of hazardous wastes at the project site: (1) hazardous materials are required to be stored in designated areas designed to prevent accidental release in accordance with state law, including the California Hazardous Waste Control Act and the California Health and Safety Code; (2) California Occupational Safety and Health Administration requirements prescribe safe work environments for workers working with materials that present a moderate explosion hazard, high fire or physical hazard, or health hazard; (3) federal and state laws related to the storage of hazardous materials would be complied with to maximize containment and provide for prompt and effective cleanup in case of an accidental release; and (4) hazardous materials inventory and response planning reports would be filed with the City in accordance with Unified Program Permit requirements.

Compliance with applicable regulations involving hazardous materials during operation would ensure that such materials are transported, used, stored, and disposed of in a manner that minimizes the potential for upset and accidental conditions resulting in the release of hazardous materials into the environment. Due to the existing regulations that are required, it is not expected that the project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions; impacts would be less than significant.

In summary, the project would not result in the creation of 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, and impacts would be less than significant.

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

No Impact. The closest school to the project site is Desert View Elementary, which is approximately 1.9 miles southeast of the site. According to Department of Toxic Substances Control records, it appears that in approximately 2004, a middle school (identified as Middle School No. 24) may have been proposed for existing vacant land located approximately 0.87 miles southwest of the site (DTSC 2023). Therefore, the proposed project would not be within 0.25 miles of an existing or proposed school and would comply with all relevant regulations, policies, and BMPs regarding the handling of hazardous materials, as discussed above. Therefore, the project would have no impact regarding exposure of schools to hazards or hazardous materials.

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

No Impact. Pursuant to Government Code Section 65962.5, the State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") is a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. According to the Phase I Environmental Site Assessment prepared for the project site (Appendix G), the regulatory database search did not identify any federal or state regulatory listings, including those considered part of the Cortese List and others, that included the project site (Appendix G). No other properties that were identified on the Regulatory Database Report within the ASTM-designated search radii were considered by the preparers of the report to pose a potential risk of adversely affecting the project site based on the regulatory information and distance and/or topographic direction from the site (Appendix G). In a more recent search of the Department of Toxic Substances Control and State Water Resources Control Board databases, there were no changes regarding hazardous materials sites from the Phase I report, which showed that the project site was not listed (DTSC 2023; SWRCB 2023). No impacts would occur.

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?

Less-than-Significant Impact. The project site is approximately 1.75 miles south of the General William J Fox Airfield, which is owned and operated by Los Angeles County. According to the Land Use Compatibility Plan for the airfield, the project site is located within the Area of Influence for the airport, specifically within Compatibility Zone E (LACALUC 2004). Zone E requires airspace review for structures over 100 feet tall; discourages children's schools, hospitals, and nursing homes; prohibits hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with aircraft operations; and prohibits development that could attract birds. The proposed project would not exceed 47 feet in height, would operate as an industrial warehouse, and would not include surface water features or other bird attractant components. Therefore, project contributions to aviation hazards would be negligible and potential impacts would be less than significant. See Section 1.13, Noise, for further discussion of noise impacts.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. Access to the project site would be provided by a new full access driveway on 35th Street West and a new full access driveway on Avenue H. In addition, the project would include widening 35th Street West and doing some improvements along Avenue H. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City, as well as applicable California Fire Code requirements for emergency access, which would ensure that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the project would have a less-than-significant impact.

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

Less-than-Significant Impact. According to the California Department Forestry and Fire Protection, the project site is not located within or in proximity to a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone (CAL FIRE 2022). While the project would increase the likelihood of ignitions and the fuel load on the project site, fire risk at the project site is considered low due to the sparse development and vegetation. Therefore, it is not anticipated that the project would expose people or structures to risk of loss, injury, or death involving wildland fires, and the impact would be less than significant.

1.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction

Less-than-Significant Impact. Project construction would require earth-disturbing activities, including grading, excavation, and temporary stockpiling of soil prior to backfilling, which could expose disturbed areas to rainfall and stormwater runoff that can adversely affect water quality of receiving waters if not managed appropriately. In addition, accidental/incidental spills of construction-related contaminants (e.g., fuels and oils)

could occur during grading and construction, thereby degrading water quality. However, all grading and associated earthwork activities would be completed in compliance with the General Construction Activity NPDES Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NDPES No. CAS000002) (i.e., Construction General Permit), which requires the construction contractor to prepare and comply with a SWPPP. The SWPPP would include erosion control measures such as covering exposed soil stockpiles, protecting the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. The SWPPP must also include water quality protection measures with respect to incidental spills of petroleum products and hazardous materials, including secondary containment of fluid containers, storing fluid containers indoors during rain events, placing drip pans under equipment when not in use, and designating specific areas for equipment fueling and maintenance with surrounding spill containment booms. With implementation of erosion and spill control measures stipulated in a project-specific SWPPP, impacts related to water quality and waste discharge requirements associated with project grading and construction would be less than significant.

Operations

Less-than-Significant Impact. Once constructed, the proposed project would introduce a substantial increase in the amount of impervious surfaces and would involve continual passenger vehicle and trucks entering and existing the site, which represent potential sources of polluted runoff that can adversely affect receiving waters. Incidental spills of fuels, oils, and grease from vehicles in the parking lot or loading dock areas could adversely impact surface water quality. The project design would be completed in accordance with the City's drainage control requirements, which were set as part of their designation as a Small Municipal Separate Storm Sewer System (MS4). The Phase II Small MS4 Permit was adopted on February 5, 2013 (State Water Resources Control Board Order 2013-0001-DWQ, as amended by WQ 2015-0133-EXEC, WQ 2016 2016-0069-EXEC, WQ 2018-0001-EXEC, and WQ 2018-0007-EXEC). This permit regulates discharges of stormwater and authorized non-stormwater from MS4s and provides a management strategy for controlling the discharge of pollutants to the maximum extent practicable.

The City has created stormwater management requirements to assist in complying with the requirements of the MS4 Permit. As part of the project design plans, the proposed project would be required to include stormwater drainage control features that are consistent with the City's stormwater requirements and Phase II MS4 Permit requirements. These features would include post-construction drainage control features including low impact development measures that promote on-site infiltration such as bioswales, retention basins, and use of landscaping in drainage control. For the proposed project, there are three retention basins proposed that would be sized in accordance with the City's requirements and allow for on-site infiltration, with the retained runoff required to be infiltrated in less than 7 days. Implementation of these post-construction BMPs would ensure that off-site discharge of stormwater pollutants is minimized and stormwater quality impacts would be reduced to less than significant.

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

Less-than-Significant Impact. Water supply for the proposed project would be provided by Los Angeles County Waterworks District (LACWD) No. 40, Antelope Valley. LACWD provides domestic water for the City and for portions of both the City and County of Los Angeles. LACWD uses both purchased (imported) water and groundwater as its supply sources, although groundwater has historically been the secondary source of potable water supply. The groundwater basin underlying LACWD is the Antelope Valley

Groundwater Basin (No. 6-44), which was adjudicated in December 2015, as the court found the basin to be in overdraft. As part of the 2015 judgment, a Watermaster board was appointed by the court to implement and enforce the judgment. The Watermaster board is empowered to impose a replacement fee on any party that pumps more than its allocated right. As part of the adjudication, the Antelope Valley Regional Water Management Group was formed in 2006 by 11 agencies. They signed a memorandum of understanding and developed the Antelope Valley Integrated Regional Water Management Plan in 2007, which was updated in 2013 and 2019 (LACWD 2019). According to the LACWD 2020 Urban Water Management Plan (UWMP), projected water demands can be met in the normal, single, and multiple dry year scenarios, with no supply shortage anticipated, because the Antelope Valley-East Kern Water Agency can meet the LACWD's demands by pumping groundwater from its banked supplies (LACWD 2021). Therefore, due to the lower demand on groundwater and the adjudication of the basin, which manages the basin sustainably, the potential impact related to decreasing groundwater supplies would be less than significant.

The proposed project would substantially increase the amount of impervious surfaces at the site, which could potentially decrease the areas of the site that currently allow for on-site infiltration. However, as mentioned above, the proposed project would be required to adhere to the City's drainage control requirements and the MS4 Permit. The proposed drainage control features include three retention basins that allow for on-site infiltration of collected stormwater runoff in accordance with the City's requirements and per recommendations of the project-specific Hydrology Study (Appendix H). Therefore, although new impervious surfaces would be introduced at the site, the inclusion of stormwater control features that allow for on-site infiltration would minimize the amount of runoff discharged off site and continue to permit groundwater recharge such that the potential impact would be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less-than-Significant Impact. Construction and grading activities associated with development of the proposed project would require temporary disturbance of underlying soils through excavation, soil stockpiling, and/or grading activities that disturb existing vegetation and surface soils. These activities could result in exposure of soil to the effects of wind and water erosion, potentially causing entrainment of sediment and contaminants in the runoff if not managed appropriately. However, because the proposed development would disturb more than 1 acre, the project applicant would be required to prepare and implement a SWPPP in accordance with the NPDES General Construction Permit. The SWPPP would be required to include BMPs that would include erosion control measures such as those listed below, which are illustrative of typical construction measures:

- Excavation and grading activities would be limited to the dry season only (April 15 to October 15), to the extent possible. This would reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas.
- If excavation does occur during the rainy season, stormwater runoff from the construction area can be regulated through a stormwater management/erosion control plan that may include temporary on-site silt traps and/or basins with multiple discharge points to natural drainages and

energy dissipaters. Stockpiles of loose material would generally be covered and runoff diverted away from exposed soil material. Sediment basin/traps would be located and operated to minimize the amount of off-site sediment transport. Any trapped sediment would be removed from the basin or trap and placed at a suitable location on site away from concentrated flows or removed to an approved disposal site.

- Temporary erosion control measures would be provided until perennial revegetation or landscaping is established and can minimize discharge of sediment into receiving waterways.
- After completion of grading, erosion protection would be provided on all exposed soils either by revegetation or placement of impervious surfaces. Revegetation would be facilitated by mulching, hydroseeding, or other methods and initiated as soon as possible after completion of grading and prior to the onset of the rainy season (October 15).
- Permanent revegetation/landscaping would emphasize drought-tolerant perennial ground coverings, shrubs, and trees.
- BMPs selected and implemented for a future project would be in place and operational prior to the onset of major earthwork on the site. The construction phase facilities would be maintained regularly and cleared of accumulated sediment as necessary.

Implementation of the required SWPPP in accordance with the NPDES General Construction Permit would ensure that the potential for erosion or siltation would be reduced to less than significant.

Once constructed, the site would be predominantly covered in impervious surfaces with some vegetated landscaping and, as such, soils would no longer be exposed to the effects of erosion. As a result, the potential impacts related to erosion or siltation during operation would be less than significant.

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

Less-than-Significant Impact. As noted above, the project site is currently largely pervious and development of the project would substantially increase the amount of impervious surfaces. Increases in impervious surfaces can lead to increases in the rate and amount of surface runoff, resulting in potential flooding issues on or off site if drainage control measures are not implemented. However, as discussed above, the proposed project would include retention basins as required to adhere to the City's drainage control requirements and the MS4 Permit. The retention basins would be designed in accordance with City requirements and have sufficient capacity so that they can appropriately manage peak storm flows and minimize the potential for flooding on or off site. Therefore, although new impervious surfaces would be introduced at the site, the inclusion of stormwater control consistent with the City's requirements and MS4 Permit requirements would be effective in controlling peak flows such that the potential impacts related to flooding would be considered less than significant.

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?

Less-than-Significant Impact. As described above, while the overall drainage pattern would change with the addition of new impervious surfaces, the project would include drainage control features that are consistent with City requirements. The City requirements were developed to meet MS4 Permit requirements and address water quality and water quantity requirements to ensure that adverse effects

would not occur. The implementation of required low impact development drainage features would provide on-site infiltration with the addition of three retention basins that are sized to accommodate the runoff from their corresponding drainage area and ensure that peak stormwater runoff flows do not create adverse effects downstream. Compliance with City drainage control requirements would be effective in reducing post-construction stormwater runoff rates such that runoff water would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

iv) Impede or redirect flood flows?

Less-than-Significant Impact. According to data compiled by the Federal Emergency Management Agency, the project site is not located within an identified 100-year flood hazard area (FEMA 2023). The project site is located in an area mapped as Zone X-Shaded (06037C0405F), where there is a 0.2% annual chance of flooding (500-year flood zone) or a 1% annual chance with average flood depths of less than 1 foot. As a result, construction and operation of the proposed project would not impede or redirect flood flows and the potential impact would be considered less than significant.

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

Less-than-Significant Impact. As described above, the project site is not located within a 100-year flood hazard zone as identified by the Federal Emergency Management Agency (FEMA 2023). The project site is also located well inland from the ocean such that it is not susceptible to tsunami inundation hazards. There are no enclosed or semi-enclosed bodies of water within the vicinity of the project site such that there would be no risk of seiche wave hazards. Project operations would involve industrial warehouse operations, which are typically not associated with bulk storage or handling of hazardous materials. Regardless, the risk of upset or accidental release is discussed in Section 1.9, Hazards and Hazardous Materials, and risks would be minimized with adherence to existing regulatory requirements. Therefore, project construction and operation would not substantively risk release of pollutants due to inundation, and the potential impacts would be considered less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-Significant Impact. As discussed above, project construction would be required to adhere to NPDES General Construction Permit requirements that include preparation and implementation of a SWPPP and identified BMPs. Implementation of the SWPPP and applicable post-construction BMPs would be consistent with NPDES MS4 requirements in accordance with the Regional Water Quality Control Plan for the Lahontan Region. As a result, the proposed project would not conflict with or obstruct the basin plan and impacts would be less than significant.

The project site is located within the Antelope Valley Groundwater Basin, which is adjudicated and managed by the Watermaster. As a result, the basin does not have a groundwater management plan. Therefore, the proposed project would not conflict with a sustainable groundwater management plan and the potential impact would be less than significant.

1.11 Land Use and Planning

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**LAND USE AND PLANNING** Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Would the project physically divide an established community?

No Impact. The physical division of an established community is typically associated with the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. The project site is located within an area of the City that is zoned SP 95-02, which allows industrial uses and thus is not used as a connection between two established communities.

Instead, connectivity in the surrounding project area is facilitated via local roadways and pedestrian facilities. Despite the nearby scattered residential uses, the project would not impede movement between these residences within the project area, within an established community, or from one established community to another. Therefore, no impacts associated with division of an existing community would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The City's Zoning Map designates the project site as SP 95-02, which permits industrial uses within the Specific Plan area. According to Section 17.20.590, the primary purpose of the Specific Plan (SP) Zone is to provide appropriate regulations in regard to the City General Plan land use designation to be in accordance with applicable goals, objectives, policies, and specific actions (City of Lancaster 2010a). As such, the project would be consistent with local plans, policies, and regulations governing land use decisions and would not require a General Plan Amendment or a Zone Change.

As discussed in Section 1.3, Air Quality, the project would implement all applicable AVAQMD rules and regulations and would not exceed applicable regional thresholds for criteria air pollutants. As such, the project would be consistent with the Federal Particulate Matter Attainment Plan and Ozone Attainment Plan for the Antelope Valley. As discussed in Section 1.8, Greenhouse Gas Emissions, the project would not conflict with any of the CARB 2017 Scoping Plan. Additionally, the project would not conflict with the GHG reduction goals of the City's General Plan. Therefore, there would be no impacts associated with applicable land use plans, policies, and regulations, and no mitigation is required.

1.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a) Would the project 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?

Less-than-Significant Impact. According to the City's General Plan, the project site is within a study area, meaning there is potential for the existence of mineral resources; however, the significance of the deposit is undetermined (City of Lancaster 2009).

The project site is located in an undeveloped portion of the City and is bound by industrial developments, undeveloped land, and adjacent to a residence. Mineral resource mining is not a compatible use with these land uses. Additionally, the project site is not large enough to effectively extract mineral resources. Considering the existing surrounding land uses and the incompatibility of mineral resource extraction activities in the project area, potential significant mineral resources within the project area are considered unavailable for extraction. Therefore, impacts associated with mineral resources would be less than significant.

b) Would the project 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?

Less-than-Significant Impact. Refer to Section 1.12(a).

1.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE Would the project result in:				
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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a) Would the project result in 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?

Short-Term Construction Impacts

Less-than-Significant Impact**.** Construction activities would take place during permitted hours (between sunrise and 8:00 p.m.) and would not occur on Sundays as specified in the City's Municipal Code. Construction of the project would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction, distance between the noise source and receiver, and intervening structures. The following discussion addresses the noise levels estimated to result from construction of the project at nearby sensitive receptors (i.e., residences).

Construction Equipment Inventory

Consistent with the project's air quality/GHG analyses, CalEEMod was used to identify the construction equipment anticipated for development of the project. Based on this information, CalEEMod identified the anticipated equipment for each phase of project construction, listed in Table 13.

Table 13. Construction Equipment by Phase

Construction Phase	Equipment	
	Equipment Type	Quantity
Site Preparation	Rubber tired dozers	3
	Tractors/Loaders/Backhoes	4
Grading	Excavators	2
	Graders	1
	Rubber tired dozers	1
	Scrapers	1
	Tractors/loaders/backhoes	2
Building Construction	Cranes	1
	Forklifts	3
	Generator sets	1
	Tractors/loaders/backhoes	3
	Welders	1
Paving	Pavers	2
	Paving equipment	2
	Rollers	2
Architectural Coating	Air compressors	1

Source: Appendix I.

Construction Noise Project Site Assessment

With the construction equipment noise sources identified in Table 13, a noise analysis was performed using the Federal Highway Administration's Roadway Construction Noise Model (RCNM) (FHWA 2008). Input variables for RCNM consist of the receiver/land use types, the equipment type (e.g., backhoe, grader, scraper), the number of equipment pieces, the duty cycle for each piece of equipment (i.e., percentage of time the equipment typically works in a given time period), and the distance from the noise-sensitive receiver to the construction zone. The RCNM has default duty cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty cycle values were utilized for this analysis. Refer to Appendix I for the inputs used in the RCNM model and the detailed results.

Sensitive receptors in the vicinity of the project site include a single-family residence to the south and multifamily residences located further to the southeast (approximately 3,600 feet away from the project site). These sensitive receptors represent the nearest land uses with the potential to be impacted by construction and operation of the project. Project construction would take place both near and far from existing sensitive land uses. For example, construction (in the form of site preparation, grading, and paving work) would take place as near as approximately 125 feet from the residence to the south, but (because of the project's size) construction work would also take place as far as 1,350 feet from the same residential uses. Most construction activities associated with the project would occur at an average distance of approximately 750 feet from the residential land use to the south, which represents activities both near and far, as is typical for construction projects. Similarly, the construction noise estimates for the other modeled receptors in the project vicinity were calculated for both the nearest construction activity/receiver distances and for typical construction activity/receiver distances.

The results of the project site construction noise analysis using the RCNM are summarized in Table 14. As shown, the noise levels from construction are predicted to range from approximately 54 A-weighted decibels (dBA) 8-hour equivalent continuous sound level ($L_{eq\ 8\text{-}hr}$) (during the architectural coating phase) to 72 dBA $L_{eq\ 8\text{-}hr}$ (during the grading phase) at the nearest noise-sensitive receiver (a single-family residence approximately 125 feet from the nearest construction work). Typical construction noise levels would be lower, ranging from approximately 45 to 59 $L_{eq\ 8\text{-}hr}$. Construction noise levels at the other noise-sensitive receivers would be substantially lower because of the greater distance to the project site. These noise levels would generally be less than measured ambient noise levels in the area. Therefore, noise from project site construction would be less than significant.

Although the predicted impact due to construction noise is less than significant, good construction practice (or as required by City regulations, policies, or expectations) would include providing nearby off-site residences advance notice of expected construction periods.

Table 14. On-Site Construction Noise Analysis Summary

Land Use	Off-Site Receptor Location	Distance from Construction Activity to Noise Receptor (feet)	Estimated Construction Noise Levels (dBA $L_{eq\ 8\text{-}hr}$)				
			Site Preparation	Grading	Building Construction	Paving	Architectural Coating
Residential	South of the project	Nearest Construction Activity/ Receiver Distance (125)	72	71	60	66	54
		Typical Construction Activity/ Receiver Distance (750)	57	59	55	53	45
Residential	Southeast of the project	Nearest Construction Activity/ Receiver Distance (3,600)	40	42	36	36	28
		Typical Construction Activity/ Receiver Distance (4,300)	38	40	35	34	26

Source: Appendix I.
Note: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level (time-averaged sound level).

Construction Noise Project-Related Construction Vehicles (On-Road)

Based upon the construction scenario assumptions from Table 2 of Appendix B, during construction the highest average daily number of one-way worker trips would be 166 (i.e., 83 round trips), occurring during the building construction phase. The highest average daily number of vendor one-way trips would be 65 (33 round trips), also occurring during building construction, and the highest number of average daily haul truck one-way-trips would be four (two round trips), occurring during the grading phase. Project-related trucks would be restricted to the City-authorized truck routes and (like the project site) would for the most part be relatively far from residential or other noise-sensitive areas. It is anticipated that most of the construction-related trips in the project vicinity would occur on Avenue H and SR-138. Based upon data provided as part of the project's Local Transportation Assessment Report (Appendix J), Avenue H east of 35th Street West has an average daily traffic volume of 3,233. The incremental increase in local traffic from the project during the peak phase (i.e., building construction) would be approximately 7%. Based upon the fundamentals of acoustics, a doubling (a 100% increase) would be needed to result in a 3 decibel increase in noise levels, which is the level corresponding to an audible change to the typical human listener (Caltrans 2013). The resultant traffic noise increase due to the project would be less than 1 dB, and thus would not result in an audible change on an hourly or daily basis.

Therefore, noise related to project-related construction vehicles on local roadways would result in less-than-significant impacts. No mitigation measures are required.

Long-Term Operational Impacts

Traffic Noise

Less-than-Significant Impact. The project has the potential to result in significant noise impacts from project-related traffic at nearby noise-sensitive land uses. Based on information consistent with the assumptions in the transportation analysis (Section 1.17), the project would generate 1,139 daily trips. During the AM peak-hour, implementation of the project would result in a total of 108 passenger vehicles and 33 trucks. During the PM peak-hour, implementation of the project would result in a total of 101 passenger vehicles and 31 trucks. A total of 90% of the passenger vehicle and 85% of the truck trips would access and exit the project site to the east, via Avenue H, where the majority of the vehicle trips would enter and leave the project area from and to SR-138 (Antelope Valley Freeway). Project-related trucks would only utilize local streets designated as truck routes.

Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model Version 2.5 (FHWA 2004). Information used in the model included the Existing, Existing plus Project, Year 2024, and Year 2024 plus Project traffic volumes. Noise levels were modeled at nearby representative noise-sensitive receivers (i.e., the nearest residence to the south of the project site, the residences located to the southeast of the project site, the park further to the east, and residences located east of SR-138/south of Avenue H). The receivers were modeled to be 5 feet above the local ground elevation. The measured and modeled receiver locations are shown in Figure 3 of Appendix I.

The traffic noise modeling results were compared to the noise impact significance criteria to assess whether project-related traffic noise would cause a significant impact and, if so, where these impacts

would occur. The results of the comparisons for the off-site noise-sensitive land uses are presented in Table 15. The input and output files for the Traffic Noise Model are provided in Appendix J.

Table 15. Summary of Off-Site Existing and Opening (Year 2024) Traffic Noise Levels (dBA CNEL)

Modeled Receptor	Existing	Existing plus Project	Project Opening Year (2024)	Project Opening Year (2024) plus Project	Maximum Project-Related Noise Level Increase (dB)	Applicable Noise Standard[1]	Applicable Noise Standard Exceeded?
ST1: Single Family Residence South of Project site, south of Avenue H	62	64	63	64	2	65	No
ST2: East of project site, at Fairgrounds Parking Area	61	61	61	61	0	65	No
ST3: South-east of project site, adjacent to Cooper Square housing complex	52	52	52	52	0	65	No
ST 4: East of Project site, southeast of SR-138 and Avenue H interchange	64	64	64	64	0	65	No

Source: Appendix I.
Note: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel.
Traffic noise levels are rounded to the nearest whole numbers
[1] Applicable noise standard per City of Lancaster General Plan Noise Element compatibility standards.

As Table 15 shows, with the exception of receiver ST1, the project would increase the traffic noise levels along the nearby arterial roadways by 0 dBA (when rounded to whole numbers). A change of 1 dB or less is not audible in the context of community noise (i.e., outside of a controlled test environment). At modeled receiver ST1, located just south of the project site along Avenue H, the project is estimated to increase local traffic noise by 2 decibels; however, the City noise compatibility standard for residential land use of 65 dBA community noise equivalent level (CNEL) would not be exceeded and the noise increase would not represent a substantial level based upon the Federal Interagency Committee on Noise noise thresholds outlined in Table 4 of Appendix I. The project is not anticipated to result in significant traffic noise increases or cause an exceedance of applicable traffic noise standards. Therefore, impacts associated with off-site traffic noise would be less than significant. However, construction best management practices with respect to noise have been included as Mitigation Measures 18 through 24 below to ensure that impacts remain less than significant.

On-Site Operational Noise

Less-than-Significant Impact. The implementation of the project would result in changes to existing noise levels on the project site by developing new stationary sources of noise, including introduction of outdoor HVAC equipment and vehicle parking lot and truck loading dock activities. These sources may affect noise-sensitive vicinity land uses off the project site. The following analysis evaluates noise from exterior mechanical equipment and activities associated with vehicle parking lots and truck loading docks. Dudek has modeled the propagation of sound from a combination of project on-site noise sources with commercially available Datakustik CadnaA software, which incorporates relevant ISO 9613-2 algorithms and reference data that are generally considered to be industry standard for outdoor noise modeling. Key modeling assumptions and parameters are as follows:

- The model calculation area encompasses the project and surrounding land uses that adjoin its boundary.
- Acoustical ground absorption of the project site and the surrounding topography (conservatively modeled as flat, which generally approximates the site terrain characteristics) is set at 0.90, which on a zero (reflective) to one (absorptive) scale approximates a combination of the grass-covered soils that generally surround the project area and any anticipated loosely graveled project site cover.
- Meteorological conditions presume "calm" wind conditions (i.e., less than 0.5 meters per second in any direction) and average air temperature and relative humidity of 68°F and 70%, respectively.
- The model "configuration" settings include reflection order set to "1," which can be interpreted to mean that a sound emission path from a source will continue to be analyzed after impingement upon and reflection from the first intervening structure or barrier.
- The proposed warehouse space overall would not be served by heating or air conditioning equipment. However, the floor plan includes office spaces at the southeast side of the building. Office space would total approximately 10,000 square feet. Based on information provided by the project applicant, it is anticipated that the office space would be equipped with single-packaged rooftop HVAC units with air-handling capacity of 3 to 6 nominal tons. For the analysis of noise from HVAC equipment operation, a York Model ZF-048 package HVAC unit was used as a reference. Based upon the square footage of the office spaces, it was assumed that four such units would be required for the office area. The York Model ZF-048 package HVAC unit has a sound power rating of 80 dBA (Johnson Controls 2015).
- During a daytime scenario, peak-hour truck volumes were assumed.
- Sound power for a single truck at the loading dock was calculated from sound levels (dBA) of truck air brakes, truck backup alarms, truck idling, truck engine ignition and airbrakes, and truck acceleration from stop (Charles M. Salter 2014).
- Sound power for a single truck pass-by along a linear sound source route along the length of the building was calculated from truck pass-by (Charles M. Salter 2014). Peak-hour truck volumes were assumed.
- During a nighttime model scenario, the sound power of rooftop HVAC sources from the project building remained unchanged; up to 25% of peak-hour on-site truck traffic would occur during a typical nighttime hour of facility operation.

As shown in Table 16, which summarizes the results of the modeling for mechanical equipment and truck loading dock/truck yard activity noise, the resulting noise levels would not exceed the applicable noise standards for residential land uses. Additionally, the estimated noise levels from the project would be well

below the existing measured daytime ambient noise levels in the project vicinity, which ranged from approximately 58 to 60 dBA L_{eq}.

Table 16. Mechanical Equipment and Truck Loading Dock Truck Yard Activity Noise

Modeled Receptor	Daytime (7:00 a.m. to 10:00 p.m.) Noise Level (dBA L_{eq})	Nighttime (10:00 p.m. to 7:00 a.m.) Noise Level (dBA L_{eq})	Resultant CNEL Noise Level (dBA CNEL)	Applicable Noise Standard[1] (dBA CNEL)	Applicable Standard Exceeded?
S–1 Single-Family Residential	39	37.5	44.5	65	No
ST2 Multi-Family Residential	22.9	22.5	29.3	65	No

Source: Appendix I.
Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level (time-averaged sound level); CNEL = community noise equivalent level
[1] Applicable noise compatibility standard per City of Lancaster General Plan Noise Element Table III-1.

Parking Lot Activity

A comprehensive study of noise levels associated with surface parking lots was published in the Journal of Environmental Engineering and Landscape Management (Baltrënas et al. 2004). The study found that average noise levels during the peak period of use of the parking lot (generally in the morning with arrival of commuters and in the evening with the departure of commuters) were 47 dBA L_{eq} at 1 meter (3.28 feet) from the outside boundary of the parking lot. During off-peak time periods, especially during nighttime hours (10:00 p.m. to 7:00 a.m.), noise levels from parking lot activities would be substantially lower. The parking lots would function as an area source for noise, which means that noise would attenuate at a rate of 3 dBA with each doubling of distance. The nearest employee parking lot to existing noise-sensitive receivers (receiver ST1, the single-family residence to the south) would be located approximately 150 or more feet from the nearest parking area. At a distance of 150 feet, parking lot noise levels would be approximately 31 dBA L_{eq}. On a 24-hour CNEL basis (assuming that the nighttime parking lot activity would be approximately 25% of the daytime activity), the resulting noise level would be approximately 34 dBA CNEL, which would be well below the City's residential noise compatibility standard of 65 dBA CNEL.

To summarize, impacts associated with on-site operational noise would be less than significant.

Mitigation Measures

18. Construction operations shall not occur between 8:00 p.m. and 7:00 a.m. on weekdays or Saturday or at any time on Sunday. The hours of any construction-related activities shall be restricted to periods and days permitted by local ordinance.

19. 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.

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

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

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

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

24. 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 a good operating condition that meet or exceed original factor specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for the type of equipment.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. During operation, no major sources of groundborne vibration are anticipated. Construction activities that might expose persons to excessive groundborne vibration or groundborne noise could cause a potentially significant impact. Groundborne vibration information related to construction activities (including demolition) has been collected by the California Department of Transportation (Caltrans) (Caltrans 2020). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inches per second (ips) begin to annoy people. The heavier pieces of construction equipment, such as bulldozers, would have peak particle velocities of approximately 0.089 ips or less at a distance of 25 feet (FTA 2018). Groundborne vibration is typically attenuated over short distances. At the distance from the nearest vibration-sensitive receivers (residences located to the north) to where construction activity would be occurring on the project site (approximately 125 feet), and with the anticipated construction equipment, the peak particle velocity vibration level would be approximately 0.008 ips. At the closest sensitive receptors, vibration levels would be well below the vibration threshold of potential annoyance of 0.1 ips; therefore, impacts associated with vibration-generated annoyance would be less than significant.

The major concern with regard to construction vibration is related to building damage, which typically occurs at vibration levels of 0.5 ips or greater for buildings of reinforced-concrete, steel, or timber construction. As discussed above, the highest anticipated vibration levels at vibration-sensitive uses from with on-site project construction would be approximately 0.008 ips, which would be well below the threshold of 0.5 ips for building damage. Therefore, impacts associated with vibration-produced damage would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less-than-Significant Impact. The project site is not within the vicinity of a private airstrip. The closest public airport to the project site is General William J. Fox Airport, which is approximately 1.7 miles north of

the project site. According to the City's General Plan, the project site is approximately 1.6 miles from the airport's 65 dBA CNEL noise contour. Additionally, the project site is within Zone E of the General William J Fox Airfield Land Use Compatibility Plan. Zone E is designated for 'other airport environs' and does not delineate development limitations for residential or other land uses (LACALUC 2004). Therefore, the project would not expose people residing or working in the project area to excessive noise levels. The project site is within the boundaries of the airport land use plan; therefore, the site and associated operational employees may be subject to noise from overflight. Due to the intermittent nature of airport operations and flight schedules, and that the project would be 1.6 miles from the airport's 65 dBA CNEL noise contour limit, operational employees would not be subject to excessive noise levels. Therefore, less-than-significant impacts associated with airport and aircraft noise would occur.

1.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☐	☒

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-than-Significant Impact. The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the proposed warehouse building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely average a few dozen workers at any given time throughout the workday. These short-term positions are anticipated to be filled primarily by workers who reside in the project vicinity. Therefore, construction of the project would not generate a permanent increase in population within the project area.

According to the SCAG Demographics and Growth Forecast, employment in the City is anticipated to grow from 51,700 employees in 2020 to 59,600 employees in 2040 (SCAG 2022). The applicant has not yet identified a tenant, so it is not known exactly how many jobs would be created. But for purposes of the VMT analysis, it is assumed that the project would generate 134 permanent jobs during project operation. The project-related increase in employment would be minimal in comparison to the anticipated increase in the SCAG Demographics and Growth Forecast.

Additionally, as of September 2022, the California Employment Development Department found that the unemployment rate for the Los Angeles County area, including the City, is at 4.5%, which is above the state average (4.0%). Therefore, the project's temporary and permanent employment requirements could likely be met by the City's existing labor force without the need for people to relocate to the project region. The project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. Therefore, impacts associated with population growth would be less than significant.

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

No Impact. The project site is currently undeveloped vacant land. Development of the proposed project would not result in displacement of existing households. Therefore, no impact would occur.

1.15 Public Services

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

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?

Less-than-Significant Impact. The City contracts with the Los Angeles County Fire Department (LACFD) for fire protection and emergency medical services (City of Lancaster 2009). The closest fire station to the project site is Fire Station No. 130 (44558 40th Street West), approximately 2 miles south of the project site. The City Community Development Department and the LACFD conduct comprehensive reviews of all project proposals to ensure fire standards are reflected on project plans and adhered to prior to the issuance of building permits. Additionally, building inspections are performed to ensure built structures comply with the California Fire Code, PRC Sections 4290–4299, California Government Code Section 51178, and the County of Los Angeles Fire Code and Department Regulations.

In addition, the project would not directly or indirectly induce population growth in the City. Although introduction of the project could potentially result in a marginal, incremental increase in calls for service to the project site in comparison to existing conditions, this increase is expected to be nominal and would not result in the need for new LACFD facilities or personnel. Nonetheless, similar to other development projects in the City, the project applicant would be required to pay a fair share of development impact fees to the LACFD to help offset incremental impacts to fire protection services. Therefore, impacts associated with LACFD facilities and response times would be less than significant.

Police protection?

Less-than-Significant Impact. The City contracts with the Los Angeles County Sheriff's Department (LACSD) to provide police protection to the City, including the project site (City of Lancaster 2009). The LACSD has one patrol station in the City, located at 501 West Lancaster Boulevard, approximately 3 miles southeast of the project site.

The project would not directly or indirectly induce population growth in the City. While introduction of the project would potentially result in an incremental increase in calls to the LACSD for service to the project site in comparison to existing conditions, this increase is expected to be nominal and would not result in the need for new LACSD facilities or personnel. In addition, the project site is already located within LACSD's service area and would not require an expansion of the service area, which could otherwise result in longer response times. Nonetheless, similar to other development projects in the City, the project applicant would be required to pay a fair share of development impact fees to help offset incremental impacts to police protection services. Therefore, impacts associated with LACSD facilities and response times would be less than significant.

Schools?

Less-than-Significant Impact. The project site is located within the Lancaster School District and the Antelope Valley Union High School District. It is not anticipated that people would relocate to the City as a result of the project and an increase in school-age children requiring public education is not expected to occur as a result of project implementation. However, should prospective employees relocate to the City for employment at the proposed facility, all residential and non-residential development projects are subject to SB 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with SB 50, the project applicant would pay a fair share of impacts fees based on land use and size of the project. These impact fees are required of most residential, commercial, and industrial development projects in the City. Therefore, impacts associated with school facilities would be less than significant.

Parks?

Less-than-Significant Impact. Given the lack of population growth anticipated as a result of the project, neither construction nor operation of the project is likely to generate new residents to the extent that new or expanded park facilities would be required. Therefore, impacts associated with park facilities would be less than significant.

Other public facilities?

No Impact. The project would not directly or indirectly induce substantial population growth in the City. As such, it is unlikely that the project would increase the use of other public facilities such as libraries. Therefore, no impacts associated with libraries and other public facilities would occur.

1.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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?***

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any residential uses and would not directly or indirectly result in a substantial and unplanned increase in population growth within the project area that would place an undue burden on existing parks or recreational facilities. As such, the project would not increase the use of existing neighborhood parks, regional parks, or recreational facilities in the City and surrounding area such that substantial deterioration would occur. Therefore, no impacts associated with the use of existing residential facilities would occur.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No Impact. The project would construct a new warehouse building and associated improvements. The project does not propose any recreational facilities. As an industrial use, the project would not require the construction or expansion of recreational facilities. Therefore, no impacts associated with the construction of new or expansion of existing recreational facilities would occur.

1.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐

This section evaluates the potential transportation related impacts of the project, including the potential for the project to conflict with a program, plan, ordinance, or policy addressing the circulation system; substantially increase hazards; or result in inadequate emergency access. The section also analyzes the potential impacts of the project based on CEQA Guidelines Section 15064.3(b), which focuses on VMT for determining the significance of transportation impacts. The VMT analysis for the proposed project is based on the 35th Street & Avenue H Industrial Project Vehicle Miles Traveled Analysis (included as Appendix K of this MND) and the hazardous conditions analysis is based on the 35th Street & Avenue H Industrial Project Local Transportation Assessment Report (included as Appendix J of this MND).

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

Less-than-Significant Impact. The project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system, as further discussed below. This includes the City of Lancaster General Plan for Physical Mobility (City of Lancaster 2009), the FFSP (City of Lancaster 1996b), and the existing and proposed pedestrian, bicycle, and transit facilities and services in the study area.

City of Lancaster General Plan for Physical Mobility

The City's General Plan provides a long-range comprehensive guide for the physical development of the City's planning area. The General Plan identifies the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development. The City's Physical Mobility Plan discusses issues, opportunities, and constraints and identifies goals, objectives, policies, and actions related to streets and highways, parking, alternative transportation modes, commodity movement, and air transportation. The following circulation policies within the General Plan are applicable to the project (City of Lancaster 2009):

Goal 14: A well-balanced transportation and circulation system which provides for the efficient and safe transport of goods and people within and through the City of Lancaster; and which balances concerns for mobility with concerns for safety and the quality of the City's living environment.

Objective 14.1: Maintain a hierarchical system which balances the need for free traffic flow with economic realities, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short-term delays at peak hours.

Policy 14.1.1: Design the City's street system to serve both the existing population and future residents.

Policy 14.1.2: Maintain and improve the operation of the roadway network by adhering to the circulation system improvements of the Transportation Master Plan for the development and operation of the system, while providing the flexibility to allow consideration of innovative design solutions.

Policy 14.1.3: Require that the fair and equitable cost of constructing arterials which connect outlying urban development to the City core be borne by developments which create the need for them.

Policy 14.1.4: Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.

Objective 14.2: Promote a roadway system which balances the need to move vehicles while protecting environmental, aesthetic, and quality of life issues.

Policy 14.2.2: Manage the City's roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes.

Objective 14.3: Achieve a balance between the supply of parking and demand for parking, recognizing the desirability and availability of alternatives to the use of the private automobile.

Policy 14.3.2: Provide safe and convenient parking that has minimal impacts on the natural environment, the community image, and quality of life.

Objective 14.4: Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

Policy 14.4.2: Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

Policy 14.4.3: Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders.

Policy 14.4.5: Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Objective 14.5: Ensure the ability to safely move commodities within and through the City of Lancaster, including availability of truck routes, pipelines, and other utility corridors, in such a manner as to minimize impacts on adjacent land uses and enhance Lancaster residents' quality of life.

Policy 14.5.1: Provide adequate roadways and a support system to accommodate both automobile and truck traffic.

Fox Field Industrial Corridor Specific Plan

The FFSP establishes zoning and development standards for the area surrounding the General William J. Fox Airfield in northwestern Lancaster. The FFSP aims to encourage appropriate development while protecting the airfield from incompatible land uses. Allowable land uses for this area include office, research and development, commercial, light industrial, manufacturing/distribution, mixed-use business park, commercial recreation (including golf courses), and open space. The following are circulation-related policies of the FFSP that are implemented through development of the plans and provisions of the Specific Plan (City of Lancaster 1996a):

Goal: Circulation

b. Provide for the efficient movements of goods and people into and throughout the project area, establishing adequate access to individual land uses.

c. Establish landscaped corridors into the project on the regional arterials to establish a project theme and identity and enhance the City's image.

Transit Facilities

The Antelope Valley Transit Authority (AVTA) provides regional and local transit services throughout Antelope Valley, including within the City. Regionally, the City is served by passenger commuter rail service provided by Metrolink. The rail and transit providers are described below.

Antelope Valley Transit Authority

The AVTA provides local bus service for the Cities of Lancaster and Palmdale and the unincorporated communities of Quartz Hill, Lake Los Angeles, Littlerock, Pearblossom, and Sun Village. AVTA operates 15 bus routes in Lancaster, providing bus connections between shopping centers, the Lancaster Post Office, schools and colleges, and residential areas. Route 9 shown in Figure 3.13-1 in Appendix J is the closest bus route to the project site, with bus stops near the intersection of 25th Street West and Avenue H, approximately 1 mile east of the project site. The route operates weekdays between 6:15 a.m. and 8:05 p.m. and on Saturday and Sunday between 8:15 a.m. and 6:19 p.m. (AVTA 2023).

The AVTA also provides commuter bus service from Lancaster to the Los Angeles metropolitan area and San Fernando Valley via bus Routes 785, 786, and 787. The routes originate and end at Owen Memorial Park in Lancaster, approximately 3 miles southeast of the project site.

AVTA also offers paratransit services for persons with special needs on any paved street within Lancaster as long as it is within their service boundaries. The AVTA paratransit services do not travel a fixed route and provide a flexible alternative to the fixed bus routes (AVTA 2023).

Metrolink

Metrolink is a commuter rail system in Southern California that connects Lancaster to the greater Southern California region via the Antelope Valley Line. The Lancaster station is approximately 4.5 miles southeast of the project site on Sierra Highway. Currently Metrolink operates 11 trains to and from Los Angeles, operating between 3:41 a.m. and 11:52 p.m. (Metrolink 2023).

Pedestrian and Bicycle Facilities

The project site is located in a developing area of the City with limited pedestrian facilities in the immediate vicinity. Sidewalks and bike lanes have generally been constructed where new development has occurred. The City's existing and proposed bicycle facilities are presented as Figure 13.3-2 in Appendix J. Within the vicinity of the site, a Class II bike lane (on-street painted bike lane) is currently provided on both sides of Avenue H, between approximately 30th Street West and Division Street, terminating approximately 2 miles east of SR-14.

Impact Analysis

The proposed project would not conflict with the circulation policies within the City's General Plan or the FFSP. The proposed project would not hinder the City's ability to provide a well-balanced transportation and circulation system and would be consistent with the City's Master Plan of Complete Streets, thus maintaining a hierarchical system that serves both the existing population and future residents. The project is located along a designated Regional Arterial and in an area that is designed to accommodate both automobile and truck traffic.

The proposed project would construct frontage improvements along Avenue H and 35th Street West, including landscaping, pedestrian improvements, and bicycle improvements consistent with the City's General Plan. This also meets the City's policy of requiring that the fair and equitable cost of constructing arterials be borne by developments that create the need for them. Access (ingress and egress) to the site would be provided by a new full access driveway on 35th Street West, with stop control, and a new full access driveway on Avenue H, with stop control, thereby minimizing uncontrolled access. The project is proposing to meet the City's landscaping requirements to improve the streetscapes along the project frontage, as well as the City's on-site parking requirements to provide safe and convenient parking without impacting the community.

In addition, by extending the sidewalks and existing bike lane along the project frontage on Avenue H, the project would be consistent with the City's goal of promoting non-motorized transportation (bicycle, pedestrian) and designing transportation facilities to encourage walking. Additionally, as the adjacent areas surrounding the project site continue to become developed, connectivity to other areas of the City will be realized. Finally, AVTA Route 9 shown in Figure 13.3-1 in Appendix J is the closest bus route to the project site, with bus stops near the intersection of 25th Street West and Avenue H, approximately 1 mile east of the project site. The project would not severely delay, impact, or reduce the service level of transit in the area. Therefore, the project would not adversely affect in a manner that conflicts with an applicable

program, plan, ordinance, or policy addressing the performance of the circulation system, including public transit, roadway, bicycle or pedestrian facilities. Impacts would be less than significant.

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

Less-than-Significant Impact with Mitigation Incorporated. CEQA Guidelines Section 15064.3(b) focuses on the newly adopted VMT metric for determining the significance of transportation impacts. This methodology was required to be used statewide beginning July 1, 2020. In accordance with SB 743, the City adopted the Local Transportation Assessment Guidelines (City of Lancaster 2021), which identify VMT-related screening criteria, methodologies, and impact criteria to be used to evaluate a project's potential impact on VMT. As shown in the analysis below, the project's impact due to conflicts or inconsistencies with Section 15064.3(b) would be less than significant with mitigation incorporated.

Vehicle Miles Traveled Screening Criteria

The City's guidelines (City of Lancaster 2021) identify projects that can be screened from conducting a project-specific VMT analysis. A land use project need only to meet one of the screening thresholds identified in Table 17 to result in a less-than-significant impact.

Table 17. City of Lancaster VMT Screening Criteria

Screening Categories	Project Requirements to Meet Screening Criteria
Project Size	A project that generates 110 or fewer daily trips.
Locally Serving Retail	A project that has locally serving retail uses that are 50,000 square feet or less, including specialty retail, shopping center, grocery store, pharmacy, financial services/banks, fitness center or health club, restaurant, and café. If the project contains other land uses, those uses need to be considered under other applicable screening criteria.
Project Located in a Low VMT Area	A residential or office project that is located in a traffic analysis zone that is already 15% below the Antelope Valley Planning Area baseline vehicle miles traveled.
Transit Proximity	A multifamily residential project providing higher density housing or a commercial project in an area already zoned for commercial use that is located within a half mile of the Metrolink station or within a half mile of a bus stop with service frequency of 15 minutes or less during commute periods.
Affordable Housing	A residential project that provides affordable housing units; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.
Transportation Facilities	Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes.

Source: City of Lancaster 2021.

The proposed project does not meet any of the screening criteria listed in Table 17. The project does not generate less than 110 daily trips, is an industrial project that would not be considered a locally serving retail use, and does not include affordable housing. The project is also not located in a low VMT area as identified on the City's VMT maps (see Appendix K) nor is it within 0.5 miles of an existing major transit stop or along a high-quality transit corridor. Therefore, a project-level VMT analysis is required and is presented below.

Thresholds of Significance

The City identifies significance thresholds for determining project impacts on VMT according to the type of project. The proposed project would fall within the Employment (Commercial or Industrial) project type and potential impacts would be based on the following threshold:

- Project exceeds 15% below Antelope Valley Planning Area baseline VMT for home-based work VMT per employee

A less-than-significant impact under existing/baseline conditions would also result in a less-than-significant cumulative impact as long as the project is consistent with the SCAG RTP/SCS.

Vehicle Miles Traveled Impact Analysis

Per City guidelines, proposed project VMT has been calculated using the most current version of the SCAG regional travel demand model and includes an analysis of the baseline year 2020, with and without the project. Based on the project type, the analysis is a measurement of home-based work (HBW) VMT per employee, which reflects all commute trips for places of employment for the Antelope Valley Planning Area. All HBW VMT attracted by the project is divided by the total employment to get the efficiency metric of HBW VMT per employee. The first model run included the existing land uses for the area with no changes and the second model run was conducted with socio-economic data from the proposed project (e.g., population, households, employment).

Table 18 presents the HBW VMT per employee for the baseline and project conditions. As shown in the table, the baseline (no project) HBW VMT is 9.2 VMT per employee and the City's threshold (15% below existing) is 7.8 HBW VMT per employee. The project generated HBW VMT is 13.3 per employee which exceeds the City's threshold. Therefore, the project would result in a potentially significant VMT impact. To reduce the project's potential VMT impact, the HBW VMT per employee would need to be reduced by 737 VMT. This equates to a reduction of 41%.

Table 18. Project VMT Summary

2020	Project	City of Lancaster[1]
Home-based work VMT	1,780	477,689
Employment	134	51.868
Home-based work VMT per employee	13.3	9.2
City's threshold (15% below existing)	7.8	
Potentially significant	**Yes**	
Reduction needed	41%	

Note: VMT = vehicle miles traveled
Source: Appendix K.
[1] Estimated from 2020 No Project model run by Translutions Inc. in Appendix K.

City of Lancaster Vehicle Miles Traveled Impact Fee Mitigation Program

The City Council adopted Resolution No. 23-08 on January 24, 2023, which would allow new residential and nonresidential development to mitigate their project specific VMT impacts by making a "fair share" payment to cover the cost of the identified transportation demand management strategies and VMT-reducing projects within the City. The proposed fee would apply to new residential and nonresidential development in the City that is subject to a VMT analysis under CEQA and is shown to generate VMT over the City's established threshold of significance (City of Lancaster 2023). The City's resolution states that a VMT mitigation fee of $150.00 per vehicle mile traveled above the City's VMT impact threshold shall be paid, as provided in Mitigation Measure 25. Through the payment of fees that fund programs that reduce VMT in the City impacts would be less than significant. Therefore, the proposed project would be able to pay the fee per VMT to reduce the project's total VMT to a level that is less than significant with mitigation.

Mitigation Measure

25. In accordance with the City of Lancaster's Vehicle Miles Traveled Impact Fee Mitigation Program, the applicant shall pay $110,500 to reduce vehicle miles traveled impacts prior to the issuance of construction-related permits.

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

Less-than-Significant Impact. The project would be subject to the City's standard design guidelines to regulate the design of the project through the General Plan and Zoning Ordinance to ensure compatible use. The developer would be responsible for on-site circulation improvements (driveways and internal drive aisles) and frontage improvements along Avenue H and 35th Street West, including landscaping, pedestrian, and bicycle improvements. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation. In addition, the City reviews all site plans to ensure that adequate line of sight is provided at all driveways, making sure that no structures or landscaping blocks the views of vehicles entering and exiting a site.

Access (ingress and egress) to the site would be provided from a new full access driveway on 35th Street West at the north end of the site and a new full access driveway on Avenue H on the east end of the site. As part of the Local Transportation Assessment Report prepared for the project (Appendix J), a queuing analysis was prepared for the project driveways to assess the adequacy of any off-site storage lanes into the project site, as well as the adequacy of driveway throat lengths and space on site for vehicles to queue without affecting the internal circulation on the project site. A queuing analysis was also prepared for the intersection of 35th Street West and Avenue H given its proximity to the project driveways and the number of project-added trips passing through the intersection. A queuing analysis was also performed for the southbound and northbound SR-14 ramps at Avenue H to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the SR-14 mainline. The queuing analysis was prepared for the Caltrans freeway ramps as part of the Caltrans safety analysis and to evaluate the intersections from a safety perspective. Based on the analyses, the proposed project would not result in unacceptable queueing conditions into or out of the project site. Furthermore, none of the calculated 95th percentile (design)

queues exceed the storage capacities of either freeway ramp. Both intersections would have queues that do not spill onto the SR-14 mainline and would not cause additional safety issues. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the project. Therefore, impacts associated with hazardous design features or incompatible land uses would be less than significant.

d) Would the project result in inadequate emergency access or access to nearby uses?

Less-than-Significant Impact. As discussed in Section 1.17(c), all roadway, intersection, and project access improvements would be overseen by the applicable lead agency and their qualified traffic engineers. This approach would ensure compliance with all applicable roadway design requirements. Consistent with LACFD access requirements, all project driveways have been designed to allow for minimum turning radii. Signage and striping would be provided to demarcate fire lanes and clear spaces throughout the site. All gated entryways to truck courts would include rapid-access Knox boxes to provide emergency access to gated areas. Therefore, impacts associated with inadequate emergency access or access to nearby uses would be less than significant.

1.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
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:				
a) 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	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

The evaluation of potential impacts to TCRs is based on the findings resulting from tribal consultation conducted by the City, as the lead agency, as well as the findings of the Archaeological Resources Assessment conducted by Dudek in 2023 (Appendix D). Background research conducted to inform this analysis and provide data upon request to interested Native American representatives included an NAHC SLF search, ethnographic research, archival research, and CHRIS database records search, all of which are briefly discussed in this section.

Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under CEQA and also provided additional Native American consultation requirements for the lead agency. PRC Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American tribe. A TCR is either:

- On the CRHR or a local historic register
- Eligible for the CRHR or a local historic register
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a

negative declaration, MND, or EIR by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency's jurisdiction.

Section 1(a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB-52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Assembly Bill 52 Consultation

The project is subject to compliance with AB 52 (PRC Section 21074), which requires consideration of impacts to TCRs as part of the CEQA process and that the lead agency notify California Native American tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. All NAHC-listed California Native American tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on July 3, 2023, via U.S. Postal Service certified mailing. The notification letters contained a project description, outline of AB 52 timing, an invitation to consult, a project site plan, and contact information for the appropriate lead agency representative. The City received two responses to the AB 52 notification letters, from the Fernandeño Tataviam Band of Mission Indians and Yuhaaviatam of San Manuel Nation. Consultation with both tribal entities is ongoing. Table 19 summarizes the results of the AB 52 process for the project.

Table 19. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Response Received
Andrew Salas, Chairman Gabrieleno Band of Mission Indians Kizh Nation	AB 52 notification letter sent via certified mailing on July 3, 2023. As no response was received during the 30-day window, it is assumed that consultation was declined.
Sarah Brunzell, Manager Cultural Resources Management Division Fernandeño Tataviam Band of Mission Indians (FTBMI)	July 5, 2023: FTBMI representative, Sarah Brunzell, responded to the City via email acknowledging receipt of the notification letter. September 6, 2023: Consultation meeting between the FTBMI and City occurred. September 7, 2023: Ms. Brunzell followed up with the City after the consultation meeting and provided the tribe's recommended mitigation measures. Consultation has not yet concluded.

Table 19. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Response Received
Ryan Nordness, Cultural Resource Analyst Yuhaaviatam of San Manuel Nation (YSMN; ***formerly known as the San Manuel Band of Mission Indians***)	July 12, 2023: YSMN representative, Ryan Nordness, responded to the City via email acknowledging receipt of the notification letter. Mr. Nordness stated that the project exists within the YSMN territory; however, the tribe has no concerns regarding implementation of the proposed project impacting known TCRs. The tribe, through Mr. Nordness, provided recommended mitigation measures and requested they be made part of the project/permit/plan conditions. Consultation has not yet concluded.

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, that is:

a) ***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)?***

No Impact. As discussed in Section 1.5, no previously recorded archaeological resources of Native American origin or TCRs listed in the CRHR or a local register were identified within the project site as a result of the South Central Coastal Information Center records, SLF search completed by the NAHC, information provided by consulting tribes. Additionally, an intensive-level archaeological survey of the project site was completed on December 15, 2022, by Dudek. No historic-period or prehistoric archaeological resources of Native American origin were observed as a result of the survey. Therefore, the project is not anticipated to adversely affect known TCRs that are listed or eligible for listing in the state or local register of historical resources as defined in PRC Section 5020.1(k). Impacts would be less than significant.

b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-than-Significant Impact with Mitigation Incorporated. The proposed project is subject to compliance with AB 52 (PRC Section 21074), which requires consideration of impacts to TCRs as part of the CEQA process and requires lead agencies to provide notification of proposed projects to California Native American tribal representatives that have requested such notifications.

The City sent notification letters pursuant to AB 52 on July 3, 2023. The City received two responses to the AB 52 notification letters, from the Yuhaaviatam of San Manuel Nation Cultural Resources Department (formerly the San Manuel Band of Mission Indians) and the Fernandeno Tatavium Band of Mission Indians. The Yuhaaviatam of San Manuel Nation communicated that there are no concerns

regarding implementation of the proposed project impacting known TCRs and recommended specific mitigation measures be made part of the project/permit/plan conditions. The Fernandeno Tatavium Band of Mission Indians also provided mitigation measures they recommended to be included based on their determination that the project has the potential for an inadvertent discovery of TCRs. Consultation with both tribal entities is ongoing.

At this time, no TCRs have been identified by California Native American tribes as part of the City's AB 52 notification and consultation processes that would warrant discretionary designation of a resource as a TCR. Therefore, the City determined that no substantial evidence has been presented that would demonstrate a significant TCR (pursuant to criteria set forth in PRC Section 5024.1[c]) exists within the project site. Notwithstanding, Mitigation Measures 6 through 13 (see Section 1.5) are required to help ensure the proper treatment of TCRs that may be inadvertently encountered during ground-disturbing activities. With incorporation of Mitigation Measures 6 through 13, potential impacts associated with TCRs would be less than significant with mitigation incorporated.

For purposes of proper implementation of these mitigation measures, the term "Consulting Tribes" is defined pursuant to PRC 21080.3.1 as California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site that may have expertise concerning their tribal cultural resources and have requested and participated in formal AB 52 consultation for the project. The tribes that fulfill this definition for this project include the Yuhaaviatam of San Manuel Nation and the Fernandeno Tatavium Band of Mission Indians.

Any and all archaeological/cultural documents created as a part of the project shall be supplied to the applicant and lead agency for dissemination to the Consulting Tribes. However, access to confidential records from CHRIS (e.g., isolate records, site records, survey reports, testing reports) are restricted from disclosure under federal and state laws; thus, researchers must meet access requirements to obtain these data. Access to confidential CHRIS data shall follow the CHRIS THPO-Tribal Access Policy (OHP 2019) or shall be granted to staff that meet the CHRIS authorized user's requirements (OHP 2024). Data security/confidentiality of all CHRIS data provided/acquired shall follow the requirements as outlined in the THPO-Tribal Access Policy (OHP 2019). Notwithstanding, non-confidential CHRIS data can be provided for planning purposes and includes a checklist (Summary Records Search) or narrative letter (Extended Records Search) stating whether there are known resources in the study area and offering a recommendation as to sensitivity for recorded and unrecorded cultural resources (OHP 2024). Access to CHRIS information is subject to review and approval of the appropriate information center in consultation with the State Historic Preservation Officer.

1.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS Would the project:				
a) Require or result in the relocation or construction of 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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant Impact. The proposed project would involve the construction of a warehouse building, as well as paved parking areas and landscape areas. The project site currently consists of undeveloped vacant land. Therefore, the proposed project would require new utility connections for water, wastewater, stormwater drainage, electrical, natural gas, and telecommunication facilities; however, existing utility lines are located within the immediate vicinity of the project including existing City rights-of-way adjacent to the project site. The wastewater flow originating from the proposed project will discharge directly to the Avenue H West Trunk Sewer. The wastewater generated by the proposed project would be treated at the Lancaster Water Reclamation Plant, which has a capacity of 18 million gallons per day and currently treats an average recycled flow of 13.9 million gallons per day.

Additionally, the project would constitute a nominal increase in utility usage, which has already been accounted for in growth projections for the City and by each utility provider. No modifications to utility infrastructure would be necessary outside of the immediate project area. As such, impacts associated with the construction or expansion of utility line connections would be less than significant.

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

Less-than-Significant Impact. Domestic water would be provided to the project site by LACWD District 40; however, the project would need to be annexed into District 40 boundaries. Additionally, the project applicant would be required to secure permanent water supply entitlements sufficient to meet the project's annual water demand as determined by the district. LACWD provides domestic water for portions of both the City and the County of Los Angeles. The primary water sources for LACWD are local groundwater and the State Water Project (City of Lancaster 2009).

The LACWD's 2020 UWMP for Los Angeles County Waterworks District No. 40 Antelope Valley is used to develop water supply assessments and other key water supply reliability documents in support of providing water service to existing customers and future development in accordance with adopted general plans and established spheres of influence. An annual population growth rate of 1% was used for developing the projections in the UWMP (LACWD 2021). This growth rate is based on Demographics & Growth Forecast Technical Report to the SCAG 2020 RTP/SCS (Connect SoCal) (SCAG 2020); specifically, Table 14 for Cities of Lancaster and Palmdale. This is consistent with the Antelope Valley Integrated Regional Water Management Plan (LACWD 2019). Therefore, in general, if a project is consistent with the general plan land use designation that was assumed in the UWMP, then the findings in the UWMP would apply. In this case, the proposed project is consistent with the City's General Plan land use designation (Specific Plan) for the site and would not require any type of General Plan amendment or zone change. As such, the density/intensity assumed for the project site in the UWMP would be maintained following implementation of the project, and the project would not adversely affect the LACWD's ability to continue to supply water during normal and drought conditions. Therefore, impacts associated with water supplies and facilities would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. Lancaster's sewer system is maintained by the Lancaster Water Reclamation Plant, which processes an average sewage flow of approximately 16 to 18 million gallons per day (City of Lancaster 2009). The expected average wastewater flow from the project is 9,885 gallons per day. The Lancaster Water Reclamation Plant would provide service to the project; however, the project site would need to be annexed into Los Angeles County Sanitation District No. 14 boundaries prior to receiving sewer service to the site. This would not require the expansion of the existing facilities or construction of new facilities because the nature of the project as an industrial warehouse distribution facility would not increase population growth or otherwise generate substantial volumes of wastewater. Therefore, impacts would be less than significant.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. Solid waste generated in the City is collected and transported by the City's contract waste hauler (City of Lancaster 2009). The City has two landfill sites, the Lancaster Landfill and Antelope Valley Landfill; however, regional landfills in Los Angeles County will also accept solid waste from the City (City of Lancaster 2009). The California Department of Resources Recycling and Recovery publishes solid waste generation rates based on land use types. According to the California Department of Resources Recycling and Recovery, manufacturing/warehouse uses generate 1.42 pounds per 100 square feet per day (CalRecycle 1995, 2019). Based on these generation rates, construction of the proposed 395,390-square-foot warehouse building could generate solid waste at a rate of approximately 2.55 tons of solid waste per day.[2]

The Lancaster Landfill currently has a daily permitted throughput of 5,100 tons per day and a remaining capacity of 14,514,648 cubic yards (CalRecycle 2019). As a result, solid waste generated by the proposed project would represent a nominal percentage of the collective maximum daily throughput permitted for this landfill. Therefore, impacts associated with permitted landfill capacity would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. The City contracts private haulers for the residential and commercial refuse collection program, which is designed to efficiently collect trash, recyclables, and green waste and to assist the City in meeting mandated diversion goals established by the State of California.

Waste from construction activities, including demolition and construction, would comply with the City's requirement to submit and obtain an approved construction waste diversion plan to help divert construction and demolition waste from landfills, as outlined in Section 13.17.010 of the City's Municipal Code. The project would also comply with mandates of the California Department of Resources Recycling and Recovery. The City diversion requirement, as outlined in Section 13.17.020 of the City's Municipal Code, is 50%, which means that projects that involve construction and demolition (such as the proposed project) are required to divert 50% of the construction and demolition waste tonnage at a project site from landfills.

As required by existing regulations, any hazardous materials collected on the project site during demolition, construction, or operational activities would be transported and disposed of by a permitted and licensed hazardous materials service provider at a facility permitted to accept such hazardous materials. Therefore, impacts associated with permitted landfill capacity and solid waste statutes and regulations would be less than significant.

[2] This estimate does not account for diversion of recyclables from the solid waste stream and, thus, should be considered a conservative projection.

1.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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 impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
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?	☐	☐	☐	☒

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The City has several documents that address emergency response and evacuation within the City including the City of Lancaster Local Hazard Mitigation Plan (LHMP) (City of Lancaster 2019), Emergency Operations Plan (City of Lancaster 2010b), and General Plan Safety Element. The project site is currently composed of vacant and developed land and is located in an undeveloped portion of the City.

The LHMP identifies potential transportation impacts resulting from wildfire hazards. The LHMP identified SR-14 and the Sierra Highway as being closed during wildfire activity within the area. The LHMP identifies several multihazard mitigation strategies to reduce the risk of hazards within the City such as planning alternative evacuation routes and coordinating within the planning department on review of development proposals. The project would be reviewed by the LACFD to ensure that it would not interfere with planned evacuation routes and would be consistent with recovery plans.

The Emergency Operations Plan addresses emergency response within the City at the different stages of an emergency (preparedness, response, recovery, and mitigation). The response phase includes evacuation efforts and emergency response to threats. The mitigation phase includes efforts to break the cycle of disaster such as disaster planning. Efforts from the other emergency response stages would not be impacted by project implementation. The proposed project would introduce approximately

134 employees and 1,518 average daily trips to the project site and surrounding area, increasing the number of evacuees and potential patients that may need emergency care. As described in Section 1.15, Public Services, with payment of impact fees, impacts associated with fire protection services would be less than significant. Additionally, project access and circulation features would be designed in compliance with LACFD access requirements and to allow for minimum turning radii. Further, signage and striping would be provided to demarcate fire lanes and clear spaces throughout the site and all gated entryways to truck courts would include rapid-access Knox boxes to provide emergency access to gated areas. The City's General Plan Safety Element outlines major north–south evacuation routes within the City as SR-14, Sierra Highway, 90th Street West, 20th Street West, 10th Street West, Division Street, Challenger Way, 50th Street East, and 90th Street East and east–west routes as Avenue D, SR-138, Avenue J, Avenue H, Avenue I, Avenue K, and Avenue L (City of Lancaster 2022). In the case of an emergency at the project site, Avenue H can be used as an evacuation route. As described in Appendix J, Avenue H would continue to operate at level of service D with or without the proposed project. Therefore, project implementation would not impact evacuations routes within the City.

In conclusion, the project would not impair the City's LHMP, Emergency Operations Plan, or General Plan Safety Element. With compliance with fire code standards and payment of impact fees, impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-Significant Impact. The project site is relatively flat, partially disturbed, and contains existing vegetation that includes ground surface cover consisting of shadscale scrub, with cattle saltbush and littleleaf horsebrush in the shrub strata located throughout the site. The project site is not located within or in proximity to a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Fire Hazard Severity Zones in State Responsibility Area map by the California Department Forestry and Fire Protection (CAL FIRE 2022). While the project would increase the likelihood of ignitions and the fuel load on the project site, fire risk at the project site is considered low. In addition, the project site is currently undeveloped and located within an undeveloped portion of the City. Therefore, it is not anticipated that the project would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the project would not expose people or structures to significant risk involving wildfires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, impacts associated with wildfire would be less than significant.

c) Would the project 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?

Less-than-Significant Impact. The project would construct surface parking lots and infrastructure for the proposed development and improve an off-site segment of 35th Street West immediately west of the project site. It is not anticipated that installation or maintenance of this associated infrastructure would exacerbate fire risk, as the driveways would be surrounded by undeveloped land. Further, the project site is in a predominately undeveloped area and would connect to existing utilities. Given that the project would connect to existing utilities and would not require installation or maintenance of other associated infrastructure that would exacerbate fire risk and there is a low risk of wildfire at the project site, impacts related to exacerbated fire risk due to installation or maintenance of infrastructure would be less than significant.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed in Section 1.7, Geology and Soils, the project is located in a relatively flat area where risk of landslides is considered low. As discussed in Section 1.10, Hydrology and Water Quality, the project would introduce new impervious services to the project site, resulting in drainage changes; however, with the incorporation of the proposed drainage control features, including proposed retention basins as shown on Figure 4, impacts related to drainage changes would be less than significant.

Further, as described above, wildfire risk at the project site is considered to be low. Thus, the project would not expose people or structures to significant risk involving wildland fires due to post-fire instability and no impact would occur.

1.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively 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.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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?***

Less-than-Significant Impact with Mitigation Incorporated. Implementation of the project would not 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. However, as analyzed in Section 1.4, Biological Resources, direct impacts to one special-status plant species, alkali mariposa lily, would occur. To reduce impacts to a less-than-significant level, Mitigation Measure 2 (sensitive plants) would be implemented.

There is a low potential for burrowing owl to occur within the project site; therefore, implementation of Mitigation Measure 3, Pre-construction Burrowing Owl Survey, and Mitigation Measure 4, Pre-Construction Nesting Bird Survey, would reduce impacts to a level that is less than significant.

Direct impacts to 25 potentially jurisdictional non-wetland water features would occur due to grading within the project footprint, for a total of 3.08 acres of impacts. Implementation of Mitigation Measure 5 would reduce these impacts to less than significant by procuring a Waste Discharge Requirements permit from the RWQCB. The permit from the RWQCB shall be obtained prior to the issuance of construction related permits (e.g., grading, building, etc.) by the City.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less-than-Significant Impact with Mitigation Incorporated. Cumulative impacts are defined as two or more individual project effects that, when considered together, combine to result in a significant impact. Implementation of mitigation identified in this MND would reduce all potentially significant impacts to a less-than-significant level. Other cumulative projects in the area would be required to identify site-specific impacts and mitigation measures and would be required to adhere to applicable regulations. These other projects are also required to be in accordance with the City's zoning code and General Plan. Considering the nature and scale of the project, when considered in combination with other cumulative projects, cumulatively considerable impacts would be less than significant. Table 20 includes cumulative projects within 1 mile of the project site.

Table 20. Cumulative Projects List

Case No.	Location	APNs	Description	Status
SPR 23-012	30th St W and Ave F8	3114-010-011	Industrial short-term storage warehouse building	Under Review
TTM23-005	40th St W and Ave H8	3107-012-096	Subdivide 8 parcels into 155 single-family residential lots	Under Review
SPR23-003	William J Barnes Ave, 47th St W, and Runway Dr	3105-001-042	581,000 sf of Distribution/Warehouses	Approved
SPR23-004	W Avenue G	3105-001-011	648,000 sf distribution facility	Approved
SPR21-015/SPR24-001	W Avenue G and Antelope Valley Freeway	3114-011-031	630,000 sf warehouse/distribution facility	Approved
SPR22-006	W Avenue G	3114-012-020	Stone material production/storage	Approved
SPR17-003	W Avenue H-8 and 50th St W	3269-011-007	Electric school bus manufacturing facility	Approved

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. Implementation of the project would not involve environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Adherence to all applicable regulatory codes, ordinances, standards, and guidelines previously identified throughout this MND, in addition to project-specific mitigation measures identified herein, would ensure that construction of the project would not result in any substantial adverse impacts on humans. Therefore, impacts would be less than significant.

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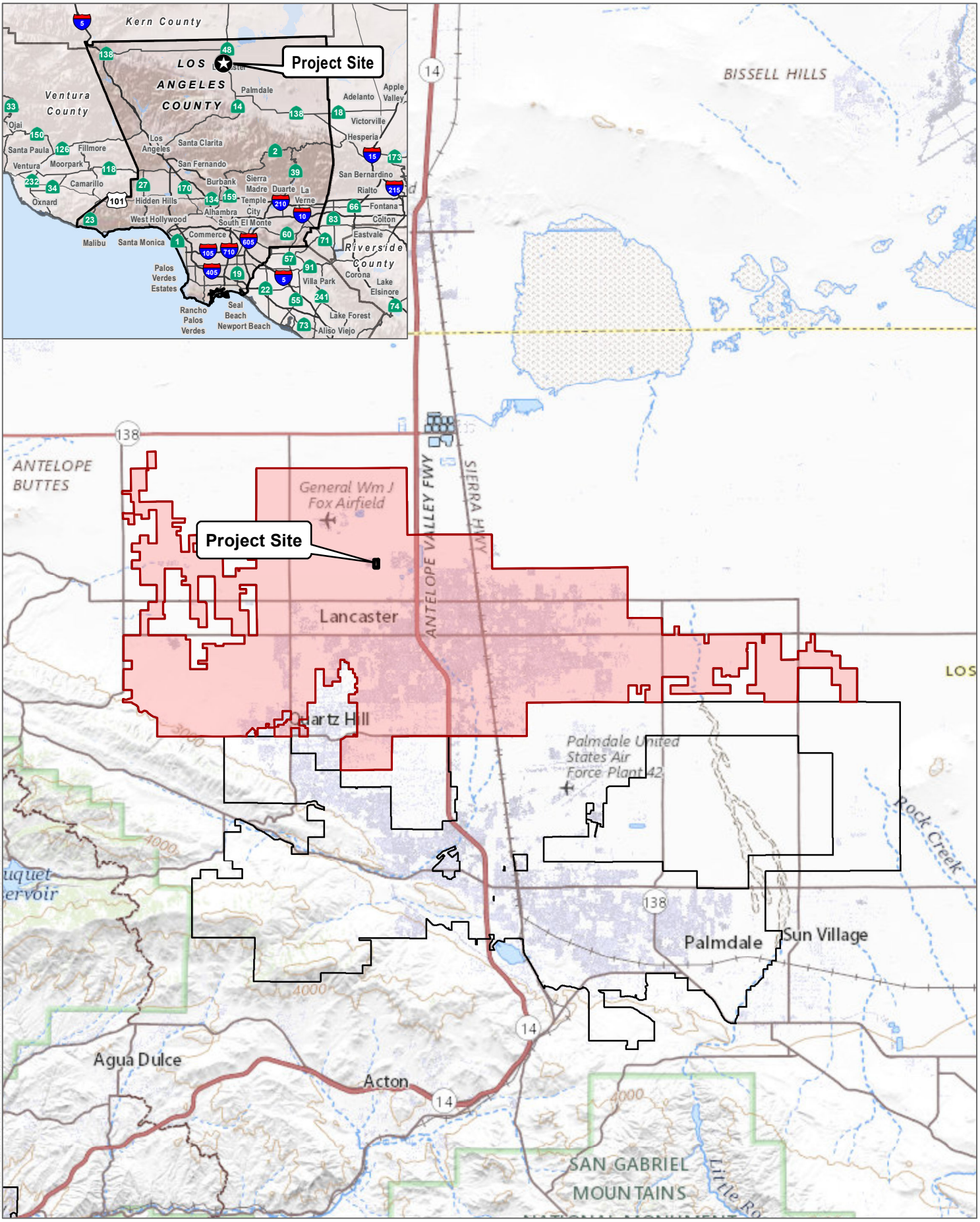

SOURCE: USGS US Topo Map 2020

DUDEK

0 10,000 20,000 Feet

FIGURE 1

Regional Map

35th Street & Avenue H Project

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SOURCE: Bing Imagery 2021

DUDEK

0 500 1,000 Feet

FIGURE 2

Vicinity Map

35th Street & Avenue H Project

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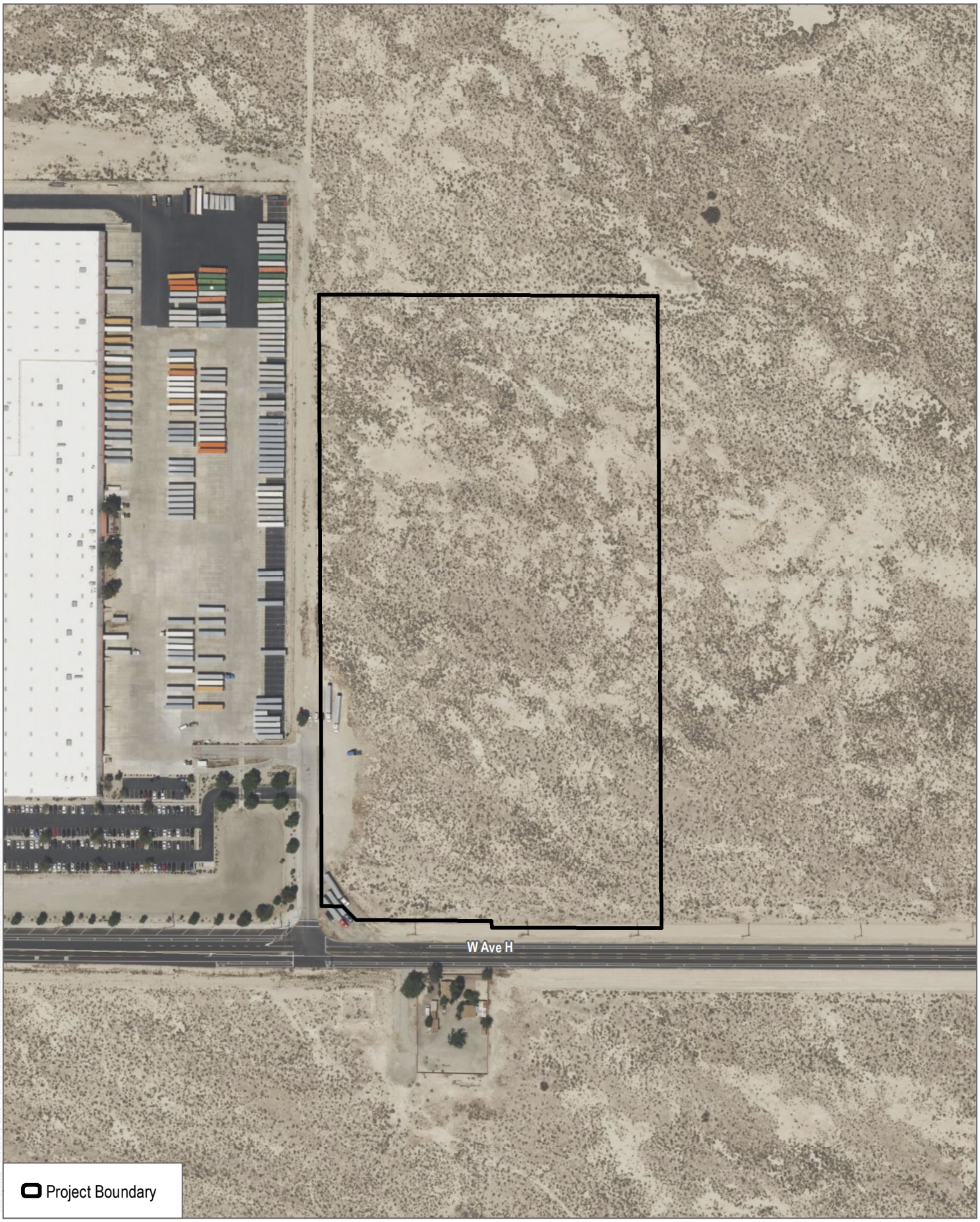

SOURCE: Bing Imagery 2021

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0 125 250 Feet

FIGURE 3

Project Site Aerial

35th Street & Avenue H Project

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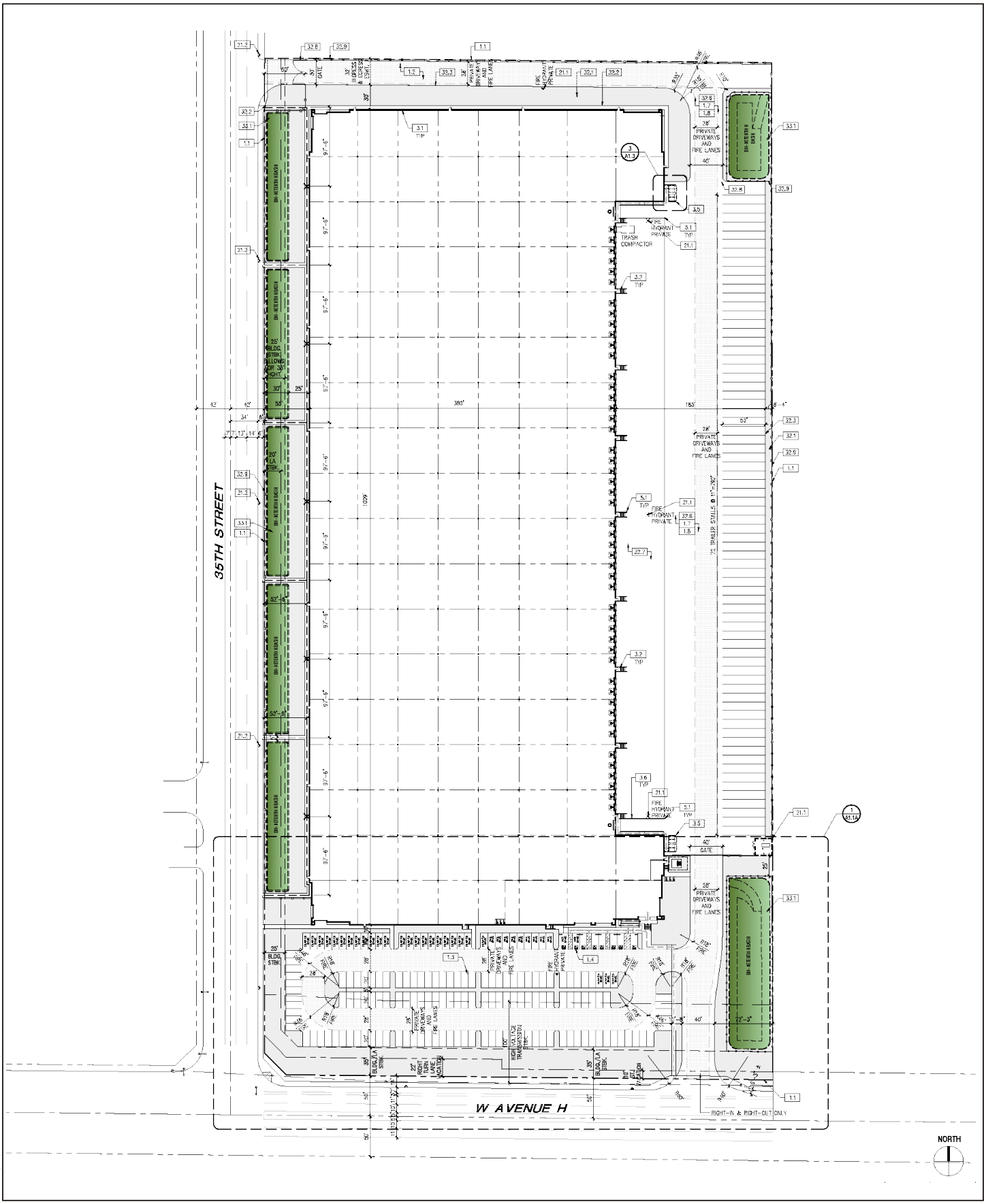

SOURCE: GAA Architects 2022

FIGURE 4

Site Plan

35th Street & Avenue H Project

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Photo Key

Photo 1: View of project site looking east.

Photo 2: View of the project site looking west.

Photo 3: View of the project site looking southeast.

Photo 4: View of the project site looking northwest.

DUDEK

FIGURE 5

Existing Conditions

35th Street & Avenue H Project

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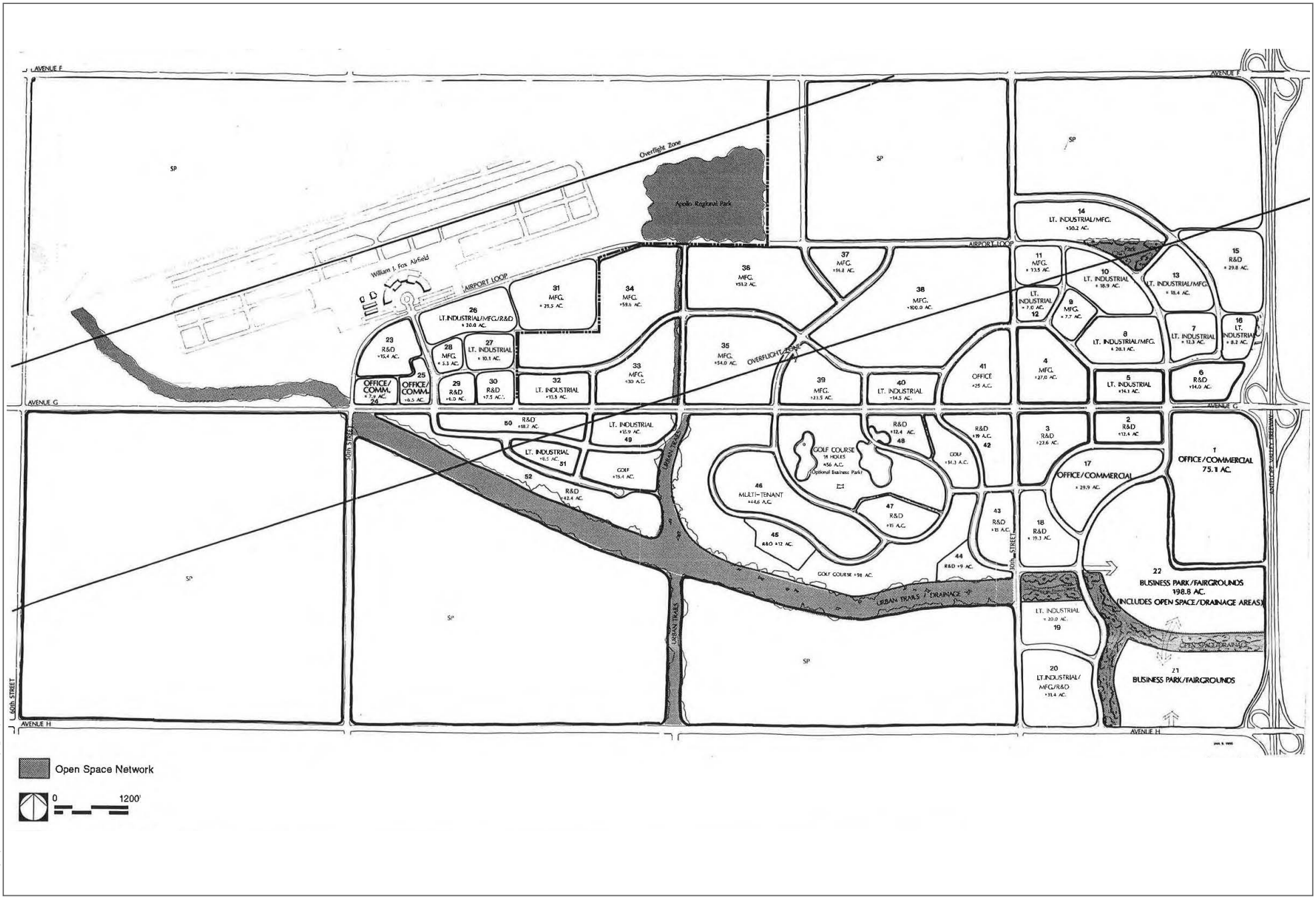

SOURCE: Robert Bein, William Frost and Associates (Accessed 2023)

FIGURE 6

Fox Field Industrial Corridor Specific Plan Land Use Districts

35th Street & Avenue H Project

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