COMMUNITY
DEVELOPMENT

City of Lancaster
Initial Study

1.	**Project title and File Number:**	Maverik Fueling Station Conditional Use Permit No. 23-018 General Plan Amendment No. 23-002 Zone Change No. 23-002
2.	**Lead agency name and address:**	City of Lancaster Community Development Department Planning and Permitting Division 44933 Fern Avenue Lancaster, California 93534
3.	**Contact person and phone number:**	Jocelyn Swain, Senior Planner City of Lancaster Community Development Department (661) 723-6100
4.	**Location:**	±2.5 acres at the southwest corner of Avenue L and 15th Street West (APNs: 3109-019-041) (see Figure 1)
5.	**Applicant name and address:**	Maverik 185 South State Street, Suite 800 Salt Lake City, UT 84111
6.	**General Plan designation:**	Current: Non-Urban Residential (NU) Proposed: Commercial (C)
7.	**Zoning:**	Current: RR-2.5 (Rural Residential, minimum lot size 2.5 acres) Proposed: CPD (Commercial Planned Development)

8. Description of project:

The proposed project consists of the construction and operation of a Maverik fueling station and 5,637 square foot convenience market with alcohol sales. The convenience market is located along 15th Street West with an outdoor patio located at the northeast corner of the project site. The fueling pumps (fueling island) are located in the center of the project site and consist of a total of 20 fueling positions in five rows. The southern most fueling pump could be utilized for future hydrogen fueling. The southwest corner of the project site is reserved for future hydrogen fuel support equipment.

Figure 1, Project Location Map

Access to the project site would be from driveways located on Avenue L and 15th Street West. The driveway on Avenue L would be located on the western end of the project site and would be right-in/right-out only. The driveway on 15th Street West would be located at the southern end of the project site and would allow for full turning movements. Parking will be provided throughout the project site and a total of parking spaces would be provided. A 6' concrete block wall would be located along the southern and western property lines and meandering sidewalks would be provided along Avenue L and 15th Street West. Landscaping would be provided around the perimeter of the project site, in the parking areas and near the patio area. The applicant is also requesting approval an ABC license to allow for the off-sale of beer and wine.

As part of the proposed project, a general plan amendment and zone change have also been requested. The existing general plan designation on the subject property is currently Non-Urban Residential (NU) and the zoning is RR-2.5 (single family residential, minimum lot size 2.5 acres). These designations do not support a fueling station and convenience market. The applicant is requesting to change the general plan designation to C (Commercial) and the zoning to CPD (Commercial Planned Development).

9. Surrounding land uses and setting:

The project site is located in a rapidly area of the central portion of the City of Lancaster. The properties immediately to the south, east and west are either vacant or developed with single family residences on 2.5-acre parcels. Approximately 0.25 miles to the east is the Antelope Valley Freeway. To the north of the project site, on the north side of Avenue L, is an apartment/townhome complex. To the northeast of the project site on the north side of Avenue L is vacant property that is designated for Office Professional type uses followed by the Kaiser Permanente medical facilities. Further to the west, on the north side of Avenue L is a mix of residential subdivisions and commercial uses. To the east of the project site, and the Antelope Valley Freeway, is the Costco commercial center with gas station and other retail uses (north side of Avenue L). Other uses in the general vicinity include Lancaster City Park, apartment complexes, the auto mall, commercial/retail center at the southeast corner of Avenue L and 10th Street West, a church, and vacant land. Table 1 provides a summary of the zoning and uses immediately adjacent to the project site.

Table 1
Zoning/Land Use Information

Direction	Zoning		Land Use
	City	County	
North	HDR	N/A	Apartment / Townhome Complex
East	RR-2.5	N/A	Vacant
South	RR-2.5	N/A	Vacant, followed by a single-family residence
West	RR-2.5	N/A	Single-family residence

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

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

- California Department of Fish and Wildlife
- California Alcoholic Beverage Control
- Antelope Valley Air Quality Management District
- Los Angeles County Fire Department (including the hazardous materials division)
- White Fence Farm Mutual Water Company
- Los Angeles County Sanitation District #14
- 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 tribes who have requested to be included in the process. These letters were mailed on July 26, 2024, via certified return receipt mail and include the letter, site plan, and a copy of the cultural resources report. Table 2 identifies the tribes, the person to whom the letter was directed, and the date the letter was received.

To date, a response has been received from the Yuhaaviatam of San Manuel Nation (YSMN). While no specific tribal cultural resources were identified, specific mitigation measures were requested to address the inadvertent discovery of cultural resources. These mitigation measures have been included in the cultural resources section. It is anticipated that the Fernandeño Tataviam Band of Mission Indians (FTBMI) will also respond with similar requests and may also request tribal monitoring. All requested measures will be incorporated into the project's mitigation measures/conditions of approval.

Table 2
Tribal Notification

Tribe	Person/Title	Date Received
Fernandeño Tataviam Band of Mission Indians	Sarah Brunzell / Manager	August 1, 2024
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas / Chairman	August 1, 2024
Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians)	Alexandra McCleary / CRM Senior Manager	August 1, 2024

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: On the basis of this initial evaluation:

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

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

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

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

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

Jocelyn Swain
_____
Jocelyn Swain, Senior Planner

August 14, 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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.

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

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

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

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

a. The City of Lancaster General Plan identifies five scenic areas in the City and immediately surrounding area (LMEA Figure 12.0-1). Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways. However, views of the open desert and mountains surrounding the Antelope Valley are available from the project site and nearby roadways (Avenue L, 15th Street West, Antelope Valley Freeway). The proposed project consists of the construction and operation of a Maverik fueling station and associated 5,637 square foot convenience market with alcohol sales. As part of the project approval, the applicant is also requesting a general plan amendment and zone change to change the designations on the project site to C and CPD, respectively. This development will be similar in appearance to other commercial developments in the vicinity of the project particularly those around the intersection of 10th Street West and Avenue L (e.g., Costco fueling station and retail development). With implementation of the proposed project, the views would not change and would continue to be available from the roadways and project site. Therefore, no impact would occur.

b. The project site is not located along any designated State Scenic Highways. There are no State designated scenic routes or highways within the City of Lancaster. Additionally, there are no rock outcroppings or buildings on the project site although there are some Joshua trees. However, the Antelope Valley Freeway (Highway 14) is designated in the City's Master Environmental Assessment as a local scenic roadway because of the views of the mountain ranges to the north and south of the valley.

The project site is located approximately 0.25 west of the Antelope Valley Freeway. While the project site is near the freeway, the construction of the project would not impact the views available to the traveling motorists. Therefore, impacts would be less than significant.

c. The proposed project would be consistent with the development standards for the commercial requirements and other requirements of the zoning code as it pertains to this use and zone (see Land Use and Planning section) with the approval of the general plan amendment and zone change. Additionally, the project would be consistent with the City's Design Guidelines which were adopted on December 8, 2009 (and updated on March 30, 2010). These guidelines provide the basis to achieve quality design for all development within the City and provide specific requirements for gas/fueling stations and convenience markets. The proposed development complies with these requirements through the use of landscaping, architectural elements on the building, and the outdoor seating patio at the northeast corner of the project site. Therefore, impacts would be less than significant.

d. The ambient lighting in the vicinity of the project site is moderate due to street lights, security and operational lighting from surrounding developments (residential, medical and commercial uses), vehicle headlights from vehicles utilizing Avenue L and the Antelope Valley Freeway. Lighting to the south of project site is less due to the low-density residential nature of the properties; however, ambient lighting still exists from the residential uses and light spillage from the freeway. Light and glare would be generated from the proposed project in the form of additional street lighting, parking lot/building security lighting and from motor vehicles associated with employees, visitors, and delivery trucks. All lighting associated with the proposed development would be shielded and focused downward onto the project site and the landscaping included as part of the project would provide additional buffering the neighboring residential uses. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, impacts would be less than significant.

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

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

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

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

b. The project site is currently zoned RR-2.5 (rural residential, minimum lot size 2.5 acres) which does allow for agricultural uses. However, the applicant is requesting a general plan amendment and zone change to change the designations to C (Commercial) and CPD (Commercial Planned Development) neither of which allow for agricultural uses. Additionally, the project site is located in the central portion of the city in close proximity to the Antelope Valley Freeway. While the property to the south, west, and east of the project site is zoned RR-2.5 and does allow for agricultural uses, the property to the north of the project site is zoned HDR (High Density Residential) and OP (Office Professional) which do not allow for agricultural uses. Additionally, the project site and none of the surrounding properties are under agricultural production nor are they subject to a Williamson Act contract. Therefore, no impacts would occur.

c-d. According to the City of Lancaster's General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. Therefore, no impacts would occur.

e. See responses to Items IIa-d.

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

a. Development proposed under the City's General Plan would not create air emissions that exceed the Air Quality Management Plan (GPEIR pgs. 5.5-21 to 5.5-22). The proposed project involves a general plan amendment and zone change to change the project site from NU and RR-2.5 to C and CPD. This is a denser use which has the potential to emit more emissions that would be emitted if the project site was developed with the one single-family residential dwelling permitted under the zone. However, the area just north of the project site is zoned as HDR (High Density Residential) and OP (Office Professional) and the project site is located within .25 miles of the Antelope Valley Freeway and other urban/dense developments (apartments, subdivisions, commercial developments, etc.). As shown in III.b, the emissions from construction and operation of the proposed project would be less than significant and substantially below the thresholds established by the Antelope Valley Air Quality Management District (AVAQMD). As such, the proposed project's emissions would already have been accounted for within the Air Quality Management Plan. Additionally, the proposed project would be required to comply with all AVAQMD Rules and Regulations including those associated with dust control, permitting, and use of hazardous materials. Therefore, the proposed project would not conflict with or obstruct implementation of the Air Quality Management Plan and no impacts would occur.

b. An air quality study was prepared for the proposed project by MD Acoustics and documented in a report entitled "Maverik Lancaster Fueling Station, Air Quality, Greenhouse Gas, and Energy Impact Study, City of Lancaster, CA" and dated June 15, 2023.

Construction and operational emissions were calculated utilizing CalEEMod Version 2022.1.1.13. The construction emissions calculations assumed five phases: 1) site preparation; 2) grading; 3) building; 4) paving and 5) architectural coating. The detailed assumptions regarding the modeling and equipment for construction can be found in the appendix to the air quality report. For purposes of the air quality report, construction was assumed to start in 2023 and end in 2024. Table 3 provides the estimated construction emissions in both pounds per day and tons per year.

Table 3
Estimated Construction Emissions

Activity	Pollutant Emissions					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Daily Emissions (lbs/day)						
2023	1.99	24.90	19.10	0.07	10.10	4.86
2024	5.93	11.30	12.10	0.02	0.55	0.43
Maximum	5.93	24.90	19.10	0.07	10.10	4.86
AVAQMD Daily Thresholds	137	137	548	137	82	65
Exceeds Thresholds?	No	No	No	No	No	No
Annual Emissions (tons/year)						
2023	0.06	0.56	0.55	0.00	0.04	0.03
2024	0.13	0.84	0.91	0.00	0.04	0.03
Total	0.19	1.40	1.46	0.00	0.08	0.06
AVAQMD Annual Thresholds	25	25	100	25	15	12
Exceeds Thresholds?	No	No	No	No	No	No

The operational emissions were estimated utilizing an opening year of 2024. These emissions consist of areas sources (e.g., consumer products, architectural coatings, and landscaping equipment), energy usage, and mobile sources. These estimated emissions are shown in Table 4. As shown in both Tables 3 and 4, the air emissions associated with the construction and operation of the proposed project would be less than significant and no mitigation measures are required.

c. Carbon monoxide (CO) is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. Carbon monoxide concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. A sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO

levels than anywhere in Los Angeles County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

Based on the air quality study, the project is estimated to generate 4,149 average daily trips. An intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO hot spots would occur.

Table 4
Estimated Operational Emissions

Activity	Pollutant Emissions					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Daily Emissions (lbs/day)						
Area Sources	0.18	0.00	0.25	0.00	0.00	0.00
Energy Usage	0.00	0.03	0.02	0.00	0.00	0.00
Mobile Sources	24.20	21.40	196.00	0.36	12.10	2.35
Total Emissions	24.38	21.43	196.27	0.36	12.10	2.35
AVAQMD Daily Thresholds	137	137	548	137	82	65
Exceeds Thresholds?	No	No	No	No	No	No
Annual Emissions (tons/year)						
Area Sources	0.03	0.00	0.02	0.00	0.00	0.00
Energy Usage	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Sources	3.39	2.11	16.40	0.03	0.93	0.18
Total Emissions	3.42	2.11	16.42	0.03	0.93	0.18
AVAQMD Annual Thresholds	25	25	100	25	15	12
Exceeds Thresholds?	No	No	No	No	No	No

However, since the construction of the proposed project would result in the disturbance of the soil, it is possible individuals could be exposed to Valley Fever. Valley Fever or coccidioidomycosis, is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicelluar structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

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

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby

sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, implementation of Mitigation Measures 11 (see Geology and Soils) which requires the project operator to implement dust control measures in compliance with AVAQMD Rule 403, and implementation of Mitigation Measure 1, below, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Mitigation Measures

1. Prior to ground disturbance activities, the project operator shall provide evidence to the Community Development Director that the project operator and/or construction manager has developed a "Valley Fever Training Handout", training, and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s) and schedule shall be submitted to the Community Development Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Community Development Director regarding the "Valley Fever Training Handout" and Session(s) shall include the following:

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

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

    - Provide HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on air conditioning prior to using the equipment.
    - Provide communication methods, such as two-way radios, for use in enclosed cabs.

- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.
- Cause employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).
- Provide separate, clean eating areas with hand-washing facilities.
- Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.
- Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.
- Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.
- Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Community Development Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Community Development Director. The radius shall not exceed three miles and is dependent upon the location of the project site.
- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
- Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas will be equipped with handwashing facilities.
- Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.
- Audit and enforce compliance with relevant Cal OSHA health and safety standards on the job site.

d. Construction of the proposed project is not anticipated to produce significant objectionable odors. Construction equipment may generate some odors, but these odors would be similar to those produced by vehicles traveling on Avenue L and the Antelope Valley Freeway. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project is a Maverik fueling station and associated convenience market with alcohol sales. These types of uses are common in a variety of settings and due not typical generate odors. Fueling pumps are required to meet air district standards which include having vapor

recovery nozzles which would also minimize and potential odors. Therefore, potential odor impacts would be less than significant.

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

a. The proposed project consists of a general plan amendment and zone change to change the general plan and zoning designations on the project site to C (Commercial) and CPD (Commercial Planned Development), respectively. A conditional use permit has also been requested for the construction and operation of a fueling station and associated 5,637 square foot convenience market. The convenience market is also requesting the sale of alcohol has part of their approvals.

A biological resources report for the property site was conducted by Endemic Environmental Services and documented in a biological resources report entitled "Biological Resources Assessment, Maverik Fueling Station Project" and dated June 2023.

As part of this report, a database review was conducted to obtain information regarding biological resources that could on the project site and the results are in the appendix of the biological report. A field survey of the project site was conducted on May 16, 2023. The survey included the project site and immediately surrounding areas. During the field survey, observed plant and animal species were recorded, vegetation communities were identified, and the general condition of the site was documented. Three vegetation types were identified on the project site including Joshua Tree Woodland, Creosote Bush Scrub, and disturbed habitat. Table 5 lists all plant species observed/likely to occur on the project site.

Table 5
Observed Plant Species

Burroweed (*Ambrosia Dumosa*)	Cheesebush (*Ambrosia Salsola*)	Banana yucca (*Yucca baccata*)
Yellow rabbitbrush (*Chrysothamnus viscidiflorus*)	Blackbrush (*Coleogyne ramosissima*)	Buckhorn cholla (*Cylindropuntia acanthocarpa*)
Nevada ephedra (*Ephedra nevadensis*)	California buckwheat (*Eriogonum fasciculatum*)	Sticky snakeweed (*Gutierrezia microcephala*)
Winterfact (*Krascheninnokovia lanata*)	Big sagebrush (*Artemisia tridentata*)	Shockley's goldenhead (*Acamptopappus shockleyi*)
Mojave yucca (*Yucca schidigera*)	Joshua tree (*Yucca brevifolia*)	Creosote bush (*Larrea tridentata*)
Rayless goldenhead (*Acamptopappus sphaerocephalus*)	Wooly brickelbush (*Brickellia incana*)	Anderson thornbush (*Lycium andersonni*)
Allscale (*Atriplex polycarpa*)	Desert holly (*Atriplex hymenelytra*)	Brittlebush (*Encelia farinosa*)
California jointfit (*Ephedra californica*)	Shadscale (*Atriplex confertifolia*)	Black mustard (*Brassica nigra)*
Redstem filaree (*Erodium cicutarium)*		

The only species status plant species that occurs on the project site is the Joshua tree. This species has been designated as a candidate species under the California Endangered Species Act since September 2020. Development of the proposed project would require the removal of the Joshua trees which requires that the applicant obtain either an Incidental Take Permit under traditional procedures or a permit from the California Department of Fish and Wildlife (CDFW) under the Joshua Tree Conservation Act. A mitigation measure has been included below requiring the developer to obtain such permit prior to the issuance of any construction related permits. With implementation of the mitigation measure, impacts would be less than significant. No other sensitive plant species were identified on the project site or are expected to occur.

During the survey of the project site, a total of four wildlife species were observed. These species are identified in Table 6. No amphibians, mammals or reptiles were detected during the surveys. No evidence of burrowing owls was observed on the project and no suitable burrows for the species were identified on the site. However, it is possible that they could move onto the subject property prior to the start of construction. Additionally, suitable habitat for nesting birds is present on the project site. As

such, a mitigation measure has been included for preconstruction surveys for both burrowing owls and nesting birds. With incorporation of this measure, impacts to these species would be less than significant. Additionally, while no reptiles were observed on the project site, the site contains suitable habitat for coast horned lizard. In order to ensure that no impacts occur to this special status species, a mitigation measure requiring a preconstruction survey is required. With implementation of the mitigation measures, all impacts to biological resources would be less than significant.

Table 6
Observed Animal Species

Northern mockingbird (*Mimus polyglottos*)	House finch (*Haemorhous mexicanus)*	Common raven (*Corvus corax*)
Mourning dove (*Zenaida macroura*)		

Mitigation Measures

2. The project applicant shall obtain a Western Joshua Tree Conservation Act permit from the California Department of Fish and Wildlife to remove the Joshua trees on the project site. As part of obtaining the Western Joshua Tree Conservation Act permit, the project applicant shall follow all measures outlined in the executed permit and pay all mitigation fees identified under the Western Joshua Tree Conservation Act. A copy of the fully executed permit shall be provided to the City of Lancaster prior to the issuance of any construction-related permits.

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

4. A pre-construction burrowing owl clearance survey shall be conducted no more than 30 days prior to any vegetation removal or ground disturbing activities to avoid impacts to burrowing owls and/or occupied burrows. The pre-construction clearance survey shall be conducted by a qualified biologist and in accordance with the methods outlined in the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). Documentation of surveys and findings shall be submitted to the City of Lancaster for review and file. If no burrowing owls or occupied burrows are detected, project activities may begin, and no additional avoidance and minimize measures shall be required.

   If an occupied burrow is found outside, but within 500 feet, of the development footprint, the qualified biologist shall establish a “no-disturbance” buffer around the burrow location(s). The size of the “no-disturbance” buffer shall be determined in consultation with CDFW and be based on the species status (i.e., breeding, non-breeding) and proposed level of disturbance. If an occupied

burrow is found within the development footprint and cannot be avoided, a burrowing owl exclusion and mitigation plan shall be prepared and submitted to CDFW for approval prior to initiating project activities.

5. Prior to the commencement of ground or vegetation disturbing activities pre-construction surveys for coast horned lizard shall be conducted by a qualified biologist. The surveys shall be conducted within 72 hours prior to the commencement of ground or vegetation disturbing activities. The pre-construction surveys shall incorporate appropriate methods and timing to detect these species, including individuals that could be concealed in burrows, beneath leaf litter, or in loose soil. If a special-status species is found, avoidance is the preferred mitigation option. If avoidance is not feasible, the species shall be captured and transferred to appropriate habitat and location where they would not be harmed by project activities, preferably to open space habitats in the vicinity of the project site. The City of Lancaster Community Development Department and California Department of Fish and Wildlife (CDFW) shall be consulted regarding the presence of a special-status species at the site.

b. The project site does not contain any riparian habitat. The project site does contain Joshua trees which are a Candidate Species under the California Endangered Species Act. Impacts to this species and appropriate mitigation have been identified under IV.a. Therefore, impacts would be less than significant with mitigation.

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

d. The project site is not part of an established migratory wildlife corridor as it is surrounded by major roadways and development. It also does not connect to larger undeveloped properties. Therefore, no impacts would occur.

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

f. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans which are applicable to the project site. The West Mojave Coordinated Habitat Conservation Plan only applies to federal land, specifically land owned by the Bureau of Land Management. In conjunction with the Coordinated Management Plan, a Habitat Conservation Plan (HCP) was proposed which would have applied to all private properties within the Plan Area. However, this HCP was never approved by the California Department of Fish and Wildlife nor was it adopted by the local agencies (counties and cities) within the Plan Area. As such, there is no HCP that is applicable to the project site and no impacts would occur.

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

a-c. A cultural resource survey was conducted for the project site by ASM Affiliates and documented in a report entitled "Cultural Resource Survey for the Lancaster Maverik Project, Lancaster, Antelope Valley, California" dated June 17, 2023.

A records search was conducted at the South Central Coastal Information Center (SCCIC) for the subject property and a mile radius on April 17, 2023. Additional information was received from SCCIC on June 12, 2023. A total of 34 previous reports were identified within a mile of the project site; however, none encompassed the subject property. Four resources were identified in these studies, and none were located on the project site. All of these resources were historic in nature and included historic structure footings, a can and bottle glass dump and two isolated historic artifacts (can and iron strapping).

On May 10, 2023, a request was made to the Native American Heritage Commission for a Sacred Lands File search. A response was received on June 5, 2023, indicating negative results.

In addition to the records search, a pedestrian survey of the project site was conducted on June 5, 2023 by walking east/west transects spaced approximately 15 meters apart. No cultural resources were identified on the project site during the survey. Additionally, no human remains, including those interred outside of formal cemeteries, were identified on the project site. Therefore, no impacts would occur.

While no specific tribal or cultural resources have been identified on the project site during the AB 52 process, the YSMN have requested the inclusion of specific measures to address the proper treatment of any previously unidentified cultural resources. These measures have been identified below. Additionally, it is anticipated that the FTBMI will respond and request similar measures and could also request tribal monitoring during construction. Any requested measures will be incorporated into the mitigation measures/conditions of approval. With incorporation of the mitigation measures, impacts would be less than significant.

Mitigation Measures

6. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

7. If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

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

9. The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

10. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

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

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

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

The proposed project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The proposed project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities electric service provides, and community choice aggregators (CCA) to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that

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

Additionally, an energy assessment was prepared for the proposed project by MD Acoustics and documented in a report entitled "Maverik Lancaster Fueling Station, Air Quality, Greenhouse Gas, and Energy Impact Study, City of Lancaster, CA" and dated June 15, 2023. This report contains estimates for the amount of energy that would be consumed during construction and operation of the proposed project. It confirms that the amount of energy required is a very small portion of the energy/fuel consumed countywide. The specific estimates can be found in the technical report. Therefore, impacts would be less than significant.

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

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

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

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

a. The project site is not identified as being in or in proximity to a fault rupture zone (LMEA Figure 2-5). According to the Seismic Hazard Evaluation of the Lancaster East and West Quadrangles, the project site may be subject to intense seismic shaking (LMEA pg. 2-16). However, the proposed project would be constructed in accordance with the seismic requirements of the Uniform Building Code (UBC) adopted by the, which would render any potential impacts to a less than significant level. The site is generally level and is not subject to landslides (SSHZ).

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

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

Mitigation Measures

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

c. Subsidence is the sinking of the soil caused by the extraction of water, petroleum, etc. Subsidence can result in geologic hazards known as fissures. Fissures are typically associated with faults or groundwater withdrawal, which result in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment, the closest sinkholes and fissures to the project site are located in the vicinity of 20th Street West and Lancaster Boulevard, approximately 2.5 miles north of the project site. However, the project site is not known to be within an area of subject to sinkholes, subsidence (LMEA Figure 2-3) or any other form of soil instability. The proposed project would be required to have a geotechnical study prepared and all recommendations followed as part of the building permit process. These recommendations would ensure that any impacts associated with forms of soil instability would be less than significant. For a discussion of potential impacts regarding liquefaction, please refer to Item VI.a.

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

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

f. The proposed project would not directly or indirectly destroy a unique paleontological resource, site, or geologic feature. Therefore, no impacts would occur.

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

a. A greenhouse gas analysis was conducted by MD Acoustics for the proposed project and documented in a report entitled "Maverik Lancaster Fueling Station, Air Quality, Greenhouse Gas, and Energy Impact Study, City of Lancaster, CA" and dated June 15, 2023.

Greenhouse gas (GHG) emissions include emissions from construction activities, area sources, energy sources, mobile sources, solid waste, water, and refrigerants. These emissions were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.13 and are summarized in Table 7. The construction GHG emissions have been amortized over 30-years. As shown in Table 7, the combined GHG emissions would total 2,797.41 $MTCO_2e$ per year or 39,015.89 pounds per day. This is substantially less than the AVAQMD threshold of 100,000 tons per year or 548,000 pounds per day. Therefore, impacts would be less than significant.

b. The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The 2022 Scoping Plan provides measures to achieve Senate Bill (SB) 32 targets and the SCAG RTP/SCS contains measures to achieve VMT reductions required under SB 375. An analysis of the project's consistency with the scoping plan is found in Table 8 while the RTP/SCS is discussed in the land use section.

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

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

Table 7
Project-Related Greenhouse Gas Emissions

Source	Greenhouse Gas Emissions (metric tons/year)[1]							lbs/day
	Bio-CO_2	NonBio CO_2	CO_2	CH_4	N_20	R	CO_2e	CO_2e
Area[2]	0.00	0.08	0.08	0.00	0.00	0.00	0.08	1.01
Energy[3]	0.00	68.40	68.40	0.00	0.00	0.00	0.00	415.00
Mobile[4]	0.00	2,467.00	2,467.00	0.20	0.16	4.82	2,523.00	37,407.00
Solid Waste[5]	0.91	0.00	0.91	0.09	0.00	0.00	3.17	19.20
Water[6]	0.08	0.43	0.51	0.01	0.00	0.00	0.77	4.68
Refrigerants	0.00	0.00	0.00	0.00	0.00	193.00	193.00	1,169.00
Total Emissions	0.99	2,535.91	2,536.90	0.30	0.16	197.82	2,788.62	39,015.89
Construction[7]	0.00	8.80	8.80	0.00	0.00	0.00	8.85	5,711.00
Combined Emissions	**0.99**	**2,544.71**	**2,545.70**	**0.30**	**0.16**	**197.82**	**2,797.47**	**--**
AVAQMD GHG Thresholds							**100,000**	**548,000**
Exceeds Threshold?							**No**	**No**

1. Source: CalEEMod Version 2022.1.1.13
2. Areas sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
3. Energy usage consists of GHG emissions from electricity and natural gas usage.
4. Mobile sources consist of GHG emission from vehicles.
5. Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
6. Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
7. Construction GHG emissions based on a 30-year amortization rate.

Table 8
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth/Vehicle Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The project would provide bicycle and EV parking spaces, which would promote alternative modes of transportation. The project screens out from a VMT analysis as a commercial use less than 50,000 square feet.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030.	**Consistent**. The project would install energy efficient appliances, utilize water-efficiency irrigation, and install drought-tolerant landscaping.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The proposed project trash enclosure would provide bins for trash, organics, and recycling.

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

a-b. The proposed project consists of the construction and operation of a fueling station with 20 pump stations and a 5,637 square foot convenience market with alcohol sales. As part of the fueling station development, underground storage tanks would be required for the storage of both unleaded gasoline

and diesel fuel. Operation of the gas station requires the routine delivery and storage of hazardous materials (gasoline and diesel fuel). Any handling, transporting, use or disposal would comply with all applicable federal, State and local agency rules and regulations, including the U.S. Environmental Protection Agency; the California Department of Transportation, the California Department of Toxic Substance Control; the California Department of Industrial Relations; the Resource of Conservation and Recovery Act (RCRA); and the Los Angeles County Fire Department (LACFD), which is the Certified Unified Program Agency for Los Angeles County.

The underground storage tanks (UST) would store gas and diesel fuel on the project site. Permitting for the USTs will be obtained from the Los Angeles County Department of Public Works (LACDPW) Environmental Programs Division. The LACDPW UST program and the LACFD ensure the equipment and installation of equipment conforms to all applicable Federal, State and local guidelines. The gas station would be subject to routine inspection by federal, State and local regulatory agencies with jurisdiction over fuel dispensing facilities. In order to remain in operation, the project must comply with all applicable federal, State and local regulations, including but not limited to those provisions established by Section 2540.1, Gasoline Dispensing and Service Stations, of the California Occupational Safety and Health Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; RCRA and LACFD. USTs and associated piping are required to provide primary and secondary containment (double-walled), and to have EPA-approved leak detection equipment. Collectively, the routine inspections of the gas station, the USTs and all associated fuel delivery, infrastructure along with the continued mandated compliance with all federal, State and local regulations will ensure that the proposed project is operated in a non-hazardous manner.

In addition to the use and storage of diesel/gasoline fuel, operation of the proposed project would utilize hazardous material found in typical commercial developments including cleaners, fertilizer, pesticides, etc. These materials would be utilized in accordance with all applicable rules and regulations. Therefore, impacts associated with handling, storing and dispensing of hazardous material would be less than significant.

c. The project site is not located within a quarter mile of an existing or proposed school. The closest school to the project site is Valley View Elementary School located at 3317 Avenue L-8. This is approximately 1.5 miles southwest of the project site. Additionally, the proposed project would utilize hazardous materials, it would not emit hazardous emissions or handle hazardous/acutely hazardous materials, substances, or waste. Therefore, no impacts would occur.

d. A Phase I Environmental Site Assessment was prepared for the project site by Cardno (Now Stantec), Inc. and documented in a report entitled “Phase I Environmental Site Assessment, Potential Maverik Acquisition – SWC of W Avenue L & 15th St W, Lancaster, CA” dated May 4, 2021.

A survey of the project site was conducted on April 26, 2022, and focused on the publicly accessible areas of the project site. No evidence of hazardous substances/petroleum products, above/underground storage tanks, polychlorinated biphenyl contain equipment, unidentified containers, wastewater, waste pits, ponds, lagoons, sumps, oil/water separators, septic systems, wells, or retention ponds were observed on the project site. Scatter solid waste such as broken glass, wood debris, broken concrete, eight tires, and fragments of trees and other organic debris was observed on the site. However, evidence of illegal dumping of motor oil was identified on the northeast side of the subject property. This is an environmental concern and a mitigation measure has been identified requiring a focused

subsurface investigation and appropriate disposal of the contaminated soil. With incorporation of the identified mitigation, impacts would be less than significant.

In addition to the survey of the project site, a search of existing regulatory databases was conducted by Environmental Risk Information Services (ERIS) for the subject property and surrounding properties within specified search distances. The subject property and immediately adjacent properties were not identified on any regulatory databases. Two sites were identified within the specified distances; however, neither of these sites are anticipated to be an environmental concern to the subject property:

- 42653 15th Street West: historical gasoline tank on the property. No violations have been reported. Due to the lack of violations, age of listing and distance to subject property, this listing does not represent a significant environmental concern.

- 1051 Avenue L (Costco Gasoline): This site is a closed leaking underground storage tank. A "no further action" status was issued in 2020. Based on the regulatory status, closure of the site, and distance to the subject property, this listing does not represent a significant environmental concern.

Therefore, impacts would be less than significant with mitigation incorporated for the oil-stained soil.

Mitigation Measures

12. Prior to the issuance of construction related permits, a limited subsurface investigation shall be conducted to determine the extent of the oil-stained soil contamination. Upon determination of the extent of the soil contamination, the affected soil shall be removed and disposed of in accordance with all regulatory requirements. Proof of proper disposal shall be submitted to the City.

e. The project site is not located within two miles of an airport or within the boundaries of an airport land use plan. The nearest airfield, Air Force Plant 42, is located approximately 2.5 miles to the southeast of the project site. Therefore, the proposed project would not expose residents to a safety hazard or noise associated with an airport. Therefore, no impacts would occur.

f. The traffic generated by the proposed project is not expected to block the roadways in the vicinity of the project site. Improvements have been conditioned as part of the project that would ensure that traffic operates smoothly. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan. Impacts would not occur.

g. The property to the south and east of the project site is undeveloped and could be subject to vegetation fires; while the property to the west is developed with a single-family residence. The northern property line is fronted by Avenue L followed by both under developed property and an apartment/townhome complex. However, the project site is located within the boundaries of Fire Station No. 134, located at 43225 25th Street West. This fire station would serve the project site in the event of a fire with additional support available from other fire stations. Therefore, impacts from wildland fires would be less than significant.

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

a. The project site is not located in the immediate vicinity of an open body of water or in an aquifer recharge area. The proposed project would be required to comply with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program establishes a

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

The proposed project consists of the construction of a Maverik fueling station and associated 5,637 square foot convenience market with alcohol sales. The proposed project would comply all applicable rules and regulations regarding wastewater and may be required to be registered with the Sanitation District as an industrial wastewater generator due to the presence of gasoline and diesel fuel. As such the proposed project would not violate water quality standards and impacts would be less than significant.

b. The proposed project would not include any groundwater wells or pumping activities. All water supplied to the proposed project would be obtained from the White Fence Farms Mutual Water Company after meeting the agency's requirements. Therefore, impacts would be less than significant.

c. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated the paving of the parking areas and the construction of the convenience store, trash enclosure and 20-space fueling island. The proposed project would be designed, on the basis of a hydrology study, to accept current flows entering the property and to handle the additional incremental runoff from the developed sites. Therefore, impacts from drainage and runoff would be less than significant.

The project site is designated as a Flood Zone X-Shaded per Flood Insurance Rate Map (06037C0420F). Flood Zone X-Shaded is located outside of the 100-year but within the 500-year flood zone. Therefore, impacts would be less than significant.

d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat, does not contain any enclosed bodies of water and is not in close proximity to any large bodies of water. Therefore, the proposed project would not be subject to inundation by seiches or mudflows. No impacts would occur.

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

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

a. The proposed project consists of the construction and operation of fueling station with an associated 5,637 square foot convenience market with alcohol sales on approximately 2.5 acres at the southwest corner of Avenue L and 15th Street West. The project site is currently zoned for single family residences on 2.5 acre lots and does not allow for commercial uses. The applicant is requesting a general plan amendment and zone change to change the designations to C (Commercial) and CPD (Commercial Planned Development), respectively which would allow for the proposed development. The properties to the immediate south and east are currently undeveloped while the property to the west is developed with a single-family residence. The northern boundary is formed by Avenue L which is an improved roadway. The eastern boundary of the project site is formed by 15th Street West which is currently an unimproved dirt roadway. The project site is located at the southwest corner of 15th Street West and Avenue L. The proposed project would not block a public street, trail, or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.

b. The proposed project would be consistent with the City's General Plan and development standards of the Lancaster Municipal Code with the approval of the proposed General Plan Amendment (GPA No. 23-002) and Zone Change (ZC No. 23-002). Table 9 provides a consistency analysis of the proposed project with respect to the relevant goals, objectives, and policies of the General Plan assuming approval of the general plan amendment and zone change. Additionally, the proposed project will be in compliance with the City-adopted Uniform Building Code (UBC) and erosion control requirements (Section VII). Additionally, as noted Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan.

Due to the requested change in zoning from a residential zoning to a non-residential zoning, an analysis of the State's No Net Loss with respect to housing was conducted. The Altum Group prepared a memo documenting this analysis entitled "Analysis Regarding the Proposed Maverick Fuel Station Project – City of Lancaster – Impacts to California's No Net Loss Law" dated July 11, 2023.

California's No Net Loss Law guarantees that a city or county, maintains an adequate allocation of affordable housing units so as to meet its unmet housing needs under each income category. The No Net Loss Law also guarantees that a jurisdiction is able to maintain its adequate supply of housing under its Housing Element sites inventory without reducing the potential capacity for new development.

The project site is currently zoned RR-2.5 which allows for one single family residence per 2.5-acre lot. Under the current zoning, one single-family residence could be constructed. The subject property is not listed as a site to be utilized to meet the Regional Housing Needs Assessment (RHNA) numbers (9,023 housing units for the 2021-2029 cycle) in the City's certified Housing Element. The loss of the subject site for the development of a single-family residence would not impact the City's ability to meet their RHNA numbers. Additionally, other projects within the City involve the upzoning of property to provide additional housing opportunities including the Parkway Village Specific Plan and a mixed-use development on the southeast corner of 15th Street West and Avenue L. Therefore, no impacts would occur.

Table 9
General Plan Consistency Analysis

Goals, Objectives and Policies	Consistency Analysis
Policy 3.1.1: Ensure that development does not adversely affect the groundwater supply.	No groundwater pumping will occur as part of the proposed project. All water supplied to the development will be provided by the White Fence Farms Mutual Water Company upon completion of all requirements.
Policy 3.1.3: Encourage the use of recycled tertiary treated wastewater when possible.	The project is required to install purple pipe in the landscaped median along Avenue L to facilitate the use of recycled tertiary treated water when it becomes available.
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	The landscaping proposed as part of the project would be aesthetically pleasing and native/drought tolerant in accordance with the City of Lancaster's Municipal Code, Section 8.50 and the development standards of the commercial zone.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The proposed facility will be designed and constructed in compliance with the Uniform Building Code and the California Green Building Code which include water conservation requirements.
Policy 3.3.1: Minimize the amount of vehicular mile traveled.	The proposed development screens out of a VMT analysis due to the use being less than 50,000 square feet. Additionally, the proposed project would provide another source of jobs for the local economy and is anticipated to employ between 15 and 20 individuals. This will allow residents to work in the Antelope Valley instead of commuting to the Los Angeles basin for work. This would reduce the amount of VMT generated for work-based trips.
Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.	The proposed project would install bicycle parking and provide meandering sidewalks along the Avenue L and 15th Street West frontages. This

	would encourage the use of other forms of transportation for employees and visitors.
Policy 3.3.3: Minimize air pollutant emissions by new and existing development.	The proposed project would comply with all air district regulations regarding air emissions and dust control. Mitigation has been included to minimize dust and all fueling equipment is required to undergo inspections and be permitted to ensure it is operating properly. All emissions associated with the construction and operation of the project would be less than significant with mitigation.
Policy 3.3.4: Protect sensitive uses such as homes, schools, and medical facilities, from the impacts of air pollution.	The proposed project would generate air emissions during construction and operation. However, these emissions are substantially below the thresholds established by the AVAQMD. Additionally, all activities would comply with existing rules and regulations.
Policy 3.4.4: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.	Section IV of this initial study discusses the biological resources on the project site and identifies mitigation measures to ensure impacts to these resources are less than significant.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	The proposed project will comply with all dust control and erosion measures. These include best management practices as identified in NPDES and the air quality regulations pertaining to dust control.
Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.	The proposed project would provide a fueling station and convenience market within close proximity to a variety of residential and employment (e.g., Kaiser) uses. This would allow residents/visitors to obtain goods and services without having to drive larger distances.
Policy 3.6.2: Encourage innovate building, site design, and orientation techniques which minimize energy use.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code. To the extent feasible solar and battery storage would be incorporated onto the building.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code. To the extent feasible solar and battery storage would be incorporated onto the building.
Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.	The proposed project would obtain its energy from Lancaster Choice Energy which provides energy from a variety of sources including wind and solar. Additionally, the proposed project would install

	solar panels and battery storage on the building to the extent feasible.
Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.	The proposed project would not block the views of any scenic resources availability from the project site.
Policy 4.3.1: Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved.	The proposed development meets the noise standards of the City's General Plan as described in Section XIII. Additionally, mitigation measures/best management practices have been included to reduce construction impacts to the greatest extent feasible.
Policy 4.5.1: Ensure that activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible manner which protects the public health and safety.	The proposed project is a fueling station which would storage and dispense gasoline and diesel fuel. Additionally, other hazardous materials could be utilized to maintain the development such as cleaners, pesticides, fertilizers, etc. However, the materials would be stored, utilized, and dispensed in accordance with all application rules and regulations to ensure public health and safety.
Policy 4.6.2: Ensure that the design of new development discourages opportunities for criminal activities to the maximum extent possible.	The project has been designed to ensure the safety and security of employees and visitors to the site. Additionally, all employees are properly trained on the appropriate sales of alcohol and other items on the site.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	The proposed project would be developed in accordance with all applicable fire code regulations. Additionally, fire hydrants would be installed both on/off site and the site is within the service boundaries of several fire stations.
Policy 14.1.1: Design the City's street system to serve both the existing population and future residents.	The proposed project would improve both 15th Street West and Avenue L to meet the requirements established by the City of Lancaster and ensure the safe operation of the transportation network.
Policy 14.1.4: Encourage the design of roads and traffic controls to optimize the safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.	Both 15th Street West and Avenue L would be fully improved along the project frontage to meet the amount of traffic utilizing these roadways. Conditions of approval have been included to ensure the smooth operation of the roadway network. Additionally, the project would provide adequate parking on the project site.
Policy 14.2.2: Manage the City's roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes.	The proposed project would install landscaping throughout the project site and along the project frontage to ensure a visually pleasing appearance. Additionally, both 15th Street West and Avenue L would be improved to have a meandering sidewalk along the project frontage.

Policy 15.1.2: Cooperate with local water agencies to provide an adequate water supply system to meet the standards for domestic and emergency needs.	The proposed project would obtain its water from the White Fence Farms Mutual Water Company upon completion of all required improvements.
Policy 16.3.1: Promote development patterns which will minimize the costs of infrastructure development, public facilities development and municipal service cost delivery.	The project site is located within an area that is designated for a mixed of land uses including commercial, residential, and medical and has the appropriate infrastructure to support those uses.
Policy 18.2.2: Encourage appropriate development to locate so that municipal services can be efficiently provided.	The project site is located within an area that is designated for a mix of residential, commercial, and medical land uses and has the appropriate infrastructure to support those uses or the infrastructure can be provided.

In addition to the City's General Plan, the Southern California Association of Governments (SCAG) adopts a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every five years. On May 7, 2020, SCAG adopted by 2020-2045 RPT/SCS, known as Connect SoCal for federal transportation community purposes only. On September 3, 2020, SCAG adopted Connect SoCal for all other purposes. The RTP/SCS identifies ten regional goals; these goals are identified in Table 10 along with the project's consistency with these goals.

Table 10
Connect SoCal Consistency Analysis

Goals	Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** The proposed project is anticipated to generate 15 to 20 permanent jobs. This would help support the regional economic property and global competitiveness of the Antelope Valley and surrounding areas.
Goal 2: Improve mobility, accessibility, reliability and travel safety for people and goods.	**Consistent.** The project site is approximately 0.25 miles west of the Antelope Valley Freeway along a major arterial. The development of a fueling station and associated convenience market in close proximity to the freeway will facilitate the movement of people/vehicles along the transportation network.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	This goal is not applicable to the proposed project.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	This goal is not applicable to the proposed project.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	The proposed project would provide fueling station and convenience market in close proximity to existing residential uses and a major transportation corridor.

Goal 6: Support health and equitable communities.	This goal is not applicable to the proposed project.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	See response to Goal 5.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	This goal is not applicable to the proposed project.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	There is no housing associated with the proposed project. This goal is not applicable to the proposed project.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	This goal is not applicable to the proposed project.

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

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

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

a. A noise study was prepared by MD Acoustics, LLC for the proposed project and documented in a report entitled "Maverik Fueling Station Project, Noise Impact Study, City of Lancaster" dated June 14, 2023.

As part of the noise study, noise measurements were conducted on the project site and at four receptor locations adjacent to the project site. A 24-hour noise measurement was conducted on the project site to document the existing noise environment. This noise measurement included 1-hour Leq, Lmin, Lmax and other statistical data. The detailed results of this measurement can be found in the noise study and in the field notes contained in the appendix to the noise report. Overall, the ambient noise levels at the project site ranged from 56 to 62 dBA Leq and the dominant noise source was from traffic along Avenue L.

Project construction will occur in five phases: site preparation, grading, building construction, paving, and finishing. Construction noise levels were calculated for each phase at nearby sensitive receptors (residential uses to the immediate west and north) utilizing factors such as distance to receptor, equipment usage, percent usage factor, and baseline parameters for the project site. Table 11 provides the estimated construction noise levels at the two sensitive receptor locations. As seen in the table, noise levels associated with construction will range from 55 to 72 dBA Leq at these receptor locations. While construction activities will be audible at these locations, construction only occur during times permitted by Section 8.24.040 of the Lancaster Municipal Code and mitigation measures have been included to reduce construction noise levels to the maximum extent practicable. With implementation of these measures, construction noise impacts would be less than significant.

Table 11
Construction Noise Levels by Phase (dBA, Leq)

Location	Phase	Construction Noise Level
North Residential	Site Preparation	65.8
	Grading	66.5
	Building	64.2
	Paving	63.7
	Finishing	54.6
West Residential	Site Preparation	71.5
	Grading	72.3
	Building	69.9
	Paving	69.5
	Finishing	60.4

Operational noise levels were modeled for four receptors representative of the adjacent residential sites to the north, south, east, and west of the project site. The noise modeling was at the closest residential property line as shown in the noise report. The project generated operational noise is expected to result in maximum increase of 0.5 dB at the adjacent residential uses. The existing ambient noise level of 65.3 already exceeds the maximum exterior noise limit for residential uses. Operational noise from the proposed project would be 9 dBA below the existing ambient noise level and the 0.5 increase at the neighboring residential uses would be below the 3 dBA threshold that is required for a noise increase to be noticeable. Table 12 summarizes these results. As such operational noise impacts would be less than significant.

Table 12
Operational Noise Levels (dBA, Leq)

Receptor	Existing Ambient Noise	Project Level Noise	Total Combined Noise Level	Land Use Noise Limit	Change in Noise Level
R1 (north)	65.3	55.4	65.7	65	0.4
R2 (east)	65.3	44.9	65.3	65	0.0
R3 (south)	65.3	53.3	65.5	65	0.2
R4 (west)	65.3	56.3	68.8	65	0.5

Mitigation Measures

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

14. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the owner shall be established prior to construction

commencement that will allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

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

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

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

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

b. Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity at 25 feet which is perceptible but below any risk to architectural damage. The nearest existing building is 163 feet west pf the center of the project site. At this distance, a large bulldozer would yield a worst-case 0.011 PPV (inches/second) which is not perceptible and will not result in architectural damage. Therefore, impacts would be less than significant.

c. The project site is not located within two miles of an airport or within the boundaries of an airport land use plan. The nearest airfield, Air Force Plant 42, is located approximately 2.5 miles to the southeast of the project site. Therefore, the proposed project would not expose residents to a safety hazard or noise associated with an airport. Therefore, no impacts would occur.

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

a. The proposed project would result in an incremental increase in population growth through the construction and operation of a Maverik Fueling Station and associated 5,637 square foot convenience store. The proposed project is anticipated to employ approximately 15 to 20 individuals and it is expected that these positions would be filled by current residents of the Antelope Valley. Additionally, while it is likely that individuals involved in the construction of the proposed project or working at the development would come from the Antelope Valley, it is possible that individuals could relocate to the Antelope Valley as a result of the development. However, while any increase in population would contribute, on an incremental basis, to the population of the City, it will fall within both the City's and SCAG's projections. As such, impacts would be less than significant.

A discussion of the State's No Net Loss Law can be found in Section XI, Land Use and Planning.

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

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

a. The proposed project would increase the need for fire and police services during construction and operation of the development; however, the project site is within the current service area of both these agencies and the additional time and cost to service the site is minimal. The proposed project would not induce substantial population growth and therefore, would not increase the demand on parks or other public facilities. Therefore, impacts would be less than significant.

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

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

a-b. The proposed project may generate additional population growth through the creation of new jobs and would contribute on an incremental basis to the use of the existing park and recreational facilities. The proposed project does not involve the construction of any parks or recreational facilities or the expansion of existing ones. However, the applicant would be required to pay applicable park fees which would offset the impacts to the existing parks. Therefore, impacts would be less than significant.

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

a. The proposed project would not conflict with any programs, plans, ordinances and policies with respect to transportation systems including, bicycle and pedestrian facilities. The project site is located at the southwest corner of Avenue L and 15th Street West, and in close proximity to the Antelope Valley Freeway (.25 miles west). Additionally, sidewalks would be installed along the Avenue L and 15th Street West project frontages and the development would provide bicycle facilities in accordance with the California Green Building Code. Therefore, impacts would be less than significant.

b. In July 2020, the City of Lancaster adopted standards and thresholds for analyzing projects with respect to vehicle miles traveled (VMT). A series of screening criteria were adopted and if a project meets one of these criteria, a VMT analysis is not required. These criteria are: 1) project site – generates fewer than 110 trips per day; 2) locally serving retail – commercial developments of 50,000 square feet or smaller; 3) project located in a low VMT area – 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities.

The proposed project screens out of a VMT analysis under Criteria 2 – commercial developments of 50,000 square feet or smaller. The proposed project is a Maverik fueling station with an associated 5,637 square foot convenience market. This is smaller than the screening threshold and as such, a VMT study is not required. No VMT impacts would occur.

c. The proposed project would be accessed from driveways on both Avenue L and 15th Street West. The driveway on Avenue L would be right-in/right-out only. Avenue L is currently improved while 15th Street West is currently a dirt road. The proposed project would be required to make additional improvements to Avenue L and to pave and do additional improvements to 15th Street West. These improvements would ensure the smooth and efficient operation of the surrounding roadways would not increase any

hazard in the vicinity of the project nor create dangerous design situations. Therefore, no impacts would occur.

d. The project site would be accessed from both Avenue L and 15th Street West which would provide adequate emergency access. Drive aisles within the project site would be design to the standards required by the Los Angeles County Fire Department, ensuring adequate emergency access. Therefore, no impacts would occur.

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

a. No cultural resources are present on the project site. Additionally, no specific tribal cultural resources were identified during the AB 52 process; however, the YSMN responded and requested that specific mitigation measures be included to address treatment of previously unknown cultural resources. These mitigation measures have been included in the cultural resources section. Additionally, it is anticipated that the FTBMI will request similar measures. Any measures, including the potential for tribal monitoring, requested by the FTBMI will be included in the mitigation measures/conditions of approval for the proposed project. As such, no impacts to Tribal Cultural Resources would occur.

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

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

b. The White Fence Farms Mutual Water Company has not indicated any problems in supplying water to the proposed project from existing facilities upon completion of the company's requirements. No new construction of water treatment or new or expanded entitlements would be required. Therefore, water impacts would be less than significant.

c. The project site would receive service from the Los Angeles County Sanitation District No. 14. If the site is outside of the jurisdictional boundaries, the District would provide service upon annexation. All wastewater would be treated at the Lancaster Water Reclamation Plant which has a design capacity of 18 million gallons per day (mgd) and currently produces an average recycled water flow of 13.9 mgd. The proposed project would discharge to a local sewer line for conveyance to a District Trunk Sewer. The proposed project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.

d-e. Solid waste generated within the City limits is generally disposed of at the Lancaster Landfill located at 600 East Avenue F. This landfill is a Class III landfill which accepts agricultural, nonfriable asbestos construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. Assembly Bill (AB) 939 was adopted in 1989 and required a 25% division of solid waste from landfills by 1995 and a 50% division by 2025. In 2011, AB 341 was passed which required the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the proposed project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

The proposed project would generate solid waste during construction and operation, which would contribute to an overall impact on landfill service (GPEIR pgs. 5.9-20 to 21); although the project's contribution is considered minimal. However, the existing landfill has capacity to handle the waste generated by the project. Additionally, the proposed project would be in compliance with all State and local regulations regulating solid waste disposal. Therefore, impacts would be less than significant.

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

a. See Item IX.f.

b-d. The project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the service boundaries of Fire Station No. 134 which would provide service in the event of a fire. Additionally, the proposed project would be constructed in accordance with all existing and applicable building and fire codes. Therefore, no impacts would occur as a result of wildfires.

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

a-c. The proposed project consists of the construction and operation of Maverik fueling station and associated 5,637 square foot convenience market with alcohol sales on approximately 2.5 acres at the southwest corner of Avenue L and 15th Street West. In order to facilitate the proposed project, a general plan amendment and zone change have been requested to change the general plan designation and zoning to C (Commercial) and CPD (Commercial Planned Development), respectively. Other projects have been approved or are under review within approximately one mile of the project site including those identified in Table 13. These projects are also required to be in accordance with the City's zoning code and General Plan. Cumulative impacts are the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable projects.

The proposed project would not create any impacts with respect to Agriculture and Forestry Resources, Mineral Resources, Tribal Cultural Resources, and Wildfire. The project would create impacts to other resource areas and mitigation measures have been identified for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards/Hazardous Materials, and Noise. Impacts associated with

these issues would be less than significant with the incorporation of the identified mitigation measures. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and require mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. Therefore, the project's contribution to cumulative impacts would be less than significant.

Table 13
Related Projects List

Case No.	Location	APNs	Acres	Description	Status
CUP 21-01 / GPA 21-01/ ZC 21-01	SEC of 15th St W & Ave L	3109-026-040, -042, -032, -044	10	Mixed use development w/ 235 room hotel, 181 apartment units, conference center, restaurants and retail. Change GP from NU to MU and zoning from RR-2.5 to MU-C.	Under Review
SPR 22-008	Corner of Avenue L-8 & 12th Street West	3109-025-049	2.11	New light industrial building/warehouse	Under Review
SPR 21-006	Avenue L-12 & 11th St W	3109-024-043	1.14	Industrial Buildings	In review
SPR 22-001	20th Street West & Ave K	3129-016-066	3.8	Self Storage	Under Construction
SPR 23-001	Avenue L and 22nd Street West	3109-017-071	1.87	Self Storage	Approved
CUP 19-012	SEC of 10th St W & Ave K-8	3128-004-016	4.43	3,360 sf mini-mart; 3,825 sf gas island; 4 commercial/retail buildings totaling 24,715 sf	Under construction
SPR 21-005	NWC 10th St W & Ave L-8	3109-025-051	2.42	4 industrial buildings totaling 37,000 sf	Approved
SPR 22-011	Market/Forbes/Enterprise /Ave L-8	3128-008-009	11.83	233,600 square foot industrial distribution facility	Approved
SPR 23-014	8th St W & Ave L-8	3128-009-089, -104	4.43	92,528 square foot industrial building	Under review
CUP 23-020	Southwest corner of 10th Street West and Avenue L	3109-026-047, -048, -049	3.72	Carwash, fast-food restaurant, EV charging facility	Approved
Parkway Village	Avenue K,		435	4,246 residential units;	Under

Specific Plan	Avenue L, Sierra Highway, 10th St W/Gadsden			130 hotel rooms; 335,000 sf commercial; 415 sf office, medical office and uses supportive of offices; transit hub; school uses, parks, 200 bed hospital and 500,000 sf of associated support facilities	Preparation

List of Referenced Documents and Available Locations*:

AIR:	Maverik Lancaster Fueling Station Air Quality, Greenhouse Gas, And Energy Impact Study, City of Lancaster, CA, MD Acoustics, LLC, June 15, 2023	CDD
BRR:	Biological Resources Assessment, Maverik Fueling Station Project, Endemic Environmental Services, June 2023	CDD
CRS:	Cultural Resource Survey for the Lancaster Maverik Project, Lancaster, Antelope Valley, California, ASM Affiliates, June 17, 2023	CDD
ESA:	Phase I Environmental Site Assessment, Potential Maverik Acquisition SWC of W Ave L & 15th St W, Lancaster, CA, Cardno Now Stantec, Inc., May 4, 2021	CDD
FIRM:	Flood Insurance Rate Map	CDD
GPEIR:	Lancaster General Plan Environmental Impact Report	CDD
HOU:	Analysis Regarding the Proposed Maverick Fuel Station Project – City Of Lancaster, Impacts to California's No Net Loss Law, The Altum Group July 11, 2023	CDD
LGP:	Lancaster General Plan	CDD
LMC:	Lancaster Municipal Code	CDD
LMEA:	Lancaster Master Environmental Assessment	CDD
NOI:	Maverik Fueling Station Project, Noise Impact Study, City of Lancaster, CA, MD Acoustics, LLC, June 14, 2023	CDD
SSHZ:	State Seismic Hazard Zone Maps	CDD
USGS:	United States Geological Survey Maps	CDD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	CDD
WFF:	White Fence Farms Comment Letter, June 20, 2023	CDD

* CDD: Community Development Department
Planning and Permitting Division
Lancaster City Hall
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Lancaster, California 93534