



NOTICE OF PREPARATION

DATE: July 6, 2022

TO: Agencies, Organizations and Interested Parties

PROJECT: Notice of Preparation – Lockheed Martin Plant 10 Specific Plan Amendment Environmental Impact Report

LEAD AGENCY: City of Palmdale Planning Division
38250 Sierra Highway
Palmdale, California 93550

PROJECT APPLICANT: Lockheed Martin Aeronautics Company
Frank Echeverria, Facilities Engineer Senior
Palmdale, California 93550
661/572.3651

The City of Palmdale (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has determined that it will prepare an Environmental Impact Report (EIR) for the Lockheed Martin Plant 10 Specific Plan Amendment. The City will prepare the EIR in accordance with CEQA, implementing guidelines (“Guidelines”), and City procedures. The purpose of this notice is: 1) to serve as the Notice of Preparation (NOP) to potential Responsible Agencies as required by CEQA Guidelines Section 15082; and 2) to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues, from interested parties other than potential Responsible Agencies, including interested or affected members of the public. The City requests that any Responsible or Trustee Agency responding to this notice respond in a manner consistent with CEQA Guidelines Section 15082(b). We request that your agency review and submit written comments on the scope and content of the environmental information provided in this NOP, as relevant to your agency’s statutory responsibilities in connection with the proposed project. This NOP is available for view at the City of Palmdale Department of Economic and Community Development – Planning Division, located at 38250 Sierra Highway, Palmdale, California, 93550 and can also be accessed online at <https://www.cityofpalmdale.org>.

30-DAY NOP PUBLIC REVIEW: In accordance with CEQA and City procedures, your agency is requested to provide a written response to this NOP within the 30-day public review period between **July 6, 2022 and August 4, 2022**. The City will endeavor to incorporate relevant issues and information into the Draft EIR as identified in the NOP responses and throughout the EIR process. Please note that the content and timeliness of your NOP comments may limit your ability to challenge the EIR. Please indicate a contact person for your agency in your response and send your response to the following:

Ms. Megan Taggart, Planning Manager
City of Palmdale
Planning Division
38250 Sierra Highway
Palmdale, California, 93550
mtaggart@cityofpalmdale.org
661/267-5213



PUBLIC SCOPING MEETING: A virtual scoping meeting consisting of a brief project overview and discussion of potential environmental issues will be held on **July 12, 2022, 4:00 PM** and will be available via Zoom. The meeting will also be recorded and posted on the City's website afterwards. Any agencies or interested members of the public may attend to gain a better understanding of the project and to identify environmental issues of concern. Comments regarding the scope of the EIR may be provided during the virtual Zoom meeting.

Please click the following link to access the virtual scoping meeting: <https://us06web.zoom.us/j/85455271226>

Or One tap mobile :

US: +13462487799,,85455271226# or +17207072699,,85455271226#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 346 248 7799 or +1 720 707 2699 or +1 253 215 8782 or +1 312 626 6799 or +1 646 558 8656 or +1 301 715 8592

Webinar ID: 854 5527 1226

International numbers available: <https://us06web.zoom.us/j/85455271226>

ADDITIONAL INFORMATION

PROJECT LOCATION

The City is located in the Antelope Valley, the gateway to the High Desert and Western Mojave Desert Region. Antelope Valley is a triangular-shaped plain surrounded by the Tehachapi and San Gabriel Mountains, encompassing approximately 3,000 square miles in northern Los Angeles County, southern Kern County, and western San Bernardino County. The floor of the Antelope Valley is predominantly flat, with elevations ranging from 2,300 to 4,000 feet above sea level. The relatively flat project site lies in the plains of the Sierra Pelona Foothills of the San Gabriel Mountains, with the central and northern portion of the site at an elevation of approximately 2,580 feet.

The City is located in the High Desert region of the County of Los Angeles (County), approximately 60 miles north of downtown Los Angeles; refer to Exhibit 1, Regional Vicinity. Palmdale is one of two incorporated cities and several unincorporated communities within the Antelope Valley. The City is bordered by the City of Lancaster and the unincorporated community of Quartz Hill to the north; the unincorporated communities of Lake Los Angeles and Littlerock to the east; the unincorporated community of Acton to the south; and the unincorporated community of Leona Valley to the west.

The project site is approximately 681 acres, bordered by Site 8 Road (a private road) to the north; 15th Street East to the east; Avenue P to the south; and the Southern Pacific Railroad right-of-way (Antelope Valley Metrolink Line) and Sierra Highway to the west; refer to Exhibit 2, Site Vicinity. The United States Air Force (USAF) Plant 42 and Palmdale Regional Airport are located northeast of the site. Regional access to the project site is provided via State Route 14 and local access is provided via Sierra Highway and Blackbird Drive.

ENVIRONMENTAL SETTING

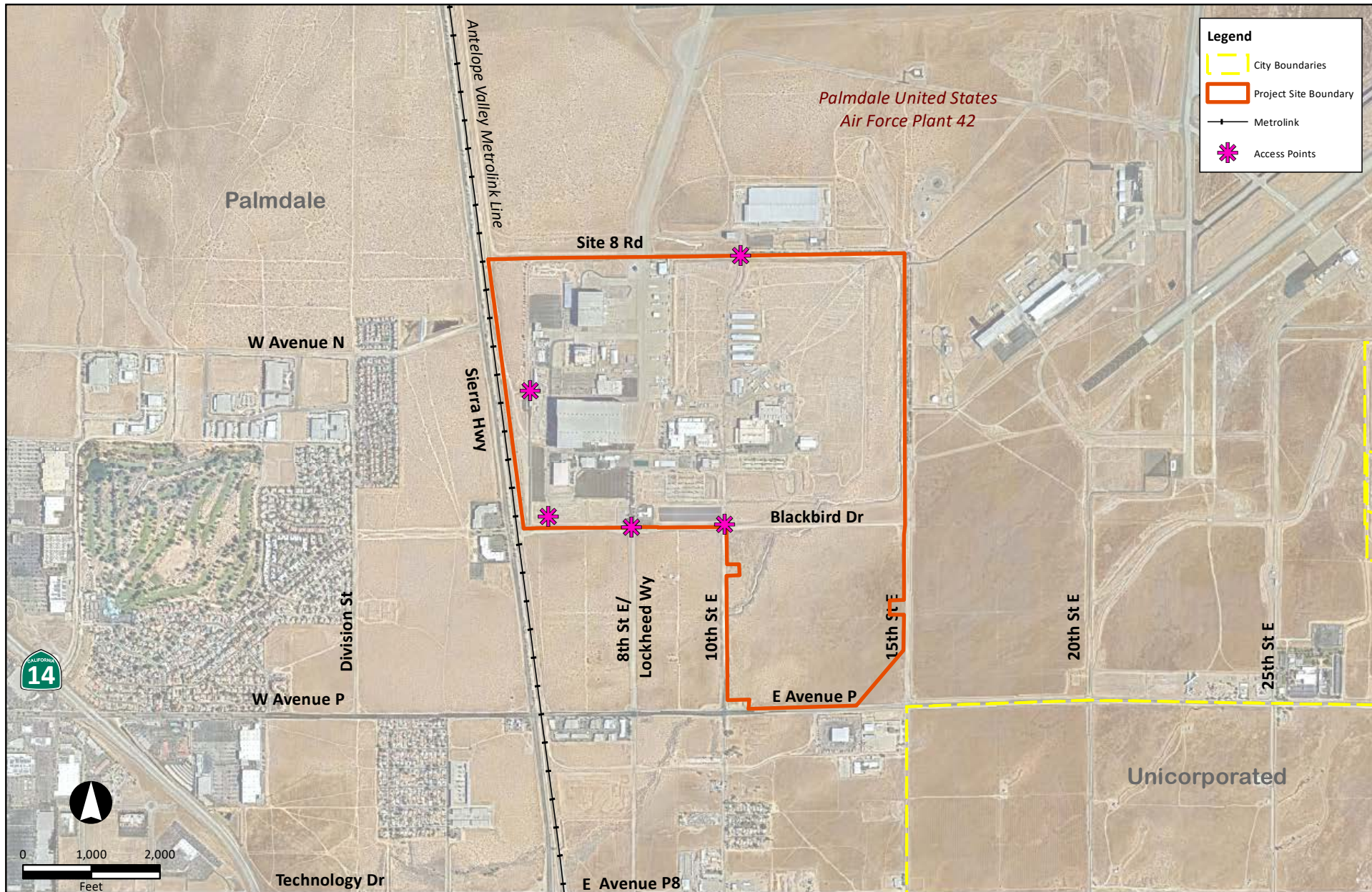
On-Site Conditions

The Lockheed Martin Corporation (Lockheed Martin) Plant 10 facility currently occupies the project site. Approximately 539 acres of the project site to the north of Blackbird Drive has been developed by Lockheed Martin with office buildings and industrial structures. A ground-mounted solar facility is currently under construction, and encompasses the remaining 142 acres south of Blackbird Drive.



NOT TO SCALE





Source: Michael Baker International, 2021

LOCKHEED MARTIN PLANT 10 SPECIFIC PLAN UPDATE
 NOTICE OF PREPARATION
Site Vicinity



As of June 2022, there are 67 existing structures on-site totaling approximately 2,764,115 square feet. This includes existing buildings, buildings under construction, and those approved for construction by the City. Most larger buildings are clustered on the west and central portions of the site. The project area is dominated by Building 601. There are many free-standing buildings ranging in size from 153 to 855,591 square feet. The locations of these buildings are depicted on Exhibit 3, Existing Buildings.

The existing facility is secured by fencing with vehicle and pedestrian access provided through guarded gates. As shown on Exhibit 2, there are three vehicular access points to the site located along Blackbird Drive at 1) east of Sierra Highway, 2) 8th Street East/Lockheed Way and, 3) 10th Street East. Of these, the 8th Street East/Lockheed Way access is predominantly used while the 10th Street East access point is used during peak hours. Additional access points are available for special purposes.

An on-site, ground-mounted solar facility (Solar Facility 1) located at the northwest corner of the Blackbird Drive and 10th Street East intersection generates approximately one megawatt per day for existing Lockheed Martin operations. As stated, an additional ground-mounted solar facility (Solar Facility 2) is currently under construction on the south side of Blackbird Drive, east of 10th Street East. When in service, it will have a capacity of 23 megawatts per day. The two solar facilities are owned and operated by Lockheed Martin.

Land Use and Zoning

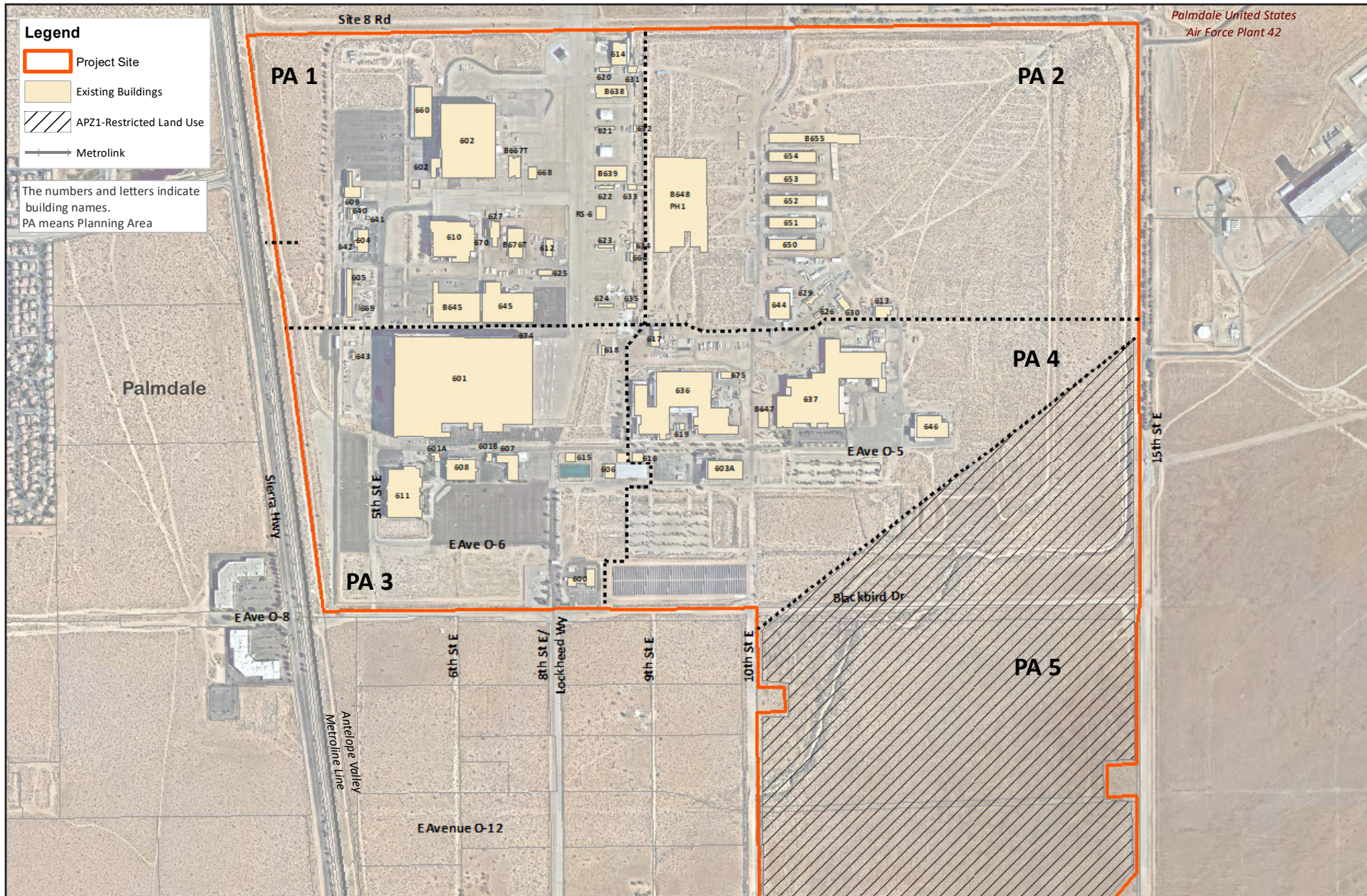
Based on the *City of Palmdale General Plan* (General Plan) Land Use Map and Zoning Map, the project site is designated and zoned Specific Plan (SP). As such, development within the project site is guided by the current *Lockheed Martin Plant 10 Specific Plan* (1992 Specific Plan), adopted September 10, 1992.

According to the 1992 Specific Plan, the Specific Plan area is assigned two basic land uses: Manufacturing/Industrial and Restricted Manufacturing/Industrial. The areas identified as Restricted Manufacturing/Industrial are located within the USAF Plant 42 Imaginary Surface Zone for aircraft flight and thus, has restricted land use and building height standards.

Surrounding Uses

Surrounding areas are predominantly undeveloped, with some industrial, airport, and business park uses, which are further described as follows:

- North: Site 8 Road bounds the project's northern boundary with the USAF Plant 42, Palmdale Regional Airport, and vacant land located further to the north. These areas are designated and zoned Airport and Related Uses (AR) and Airport Industrial (M-3), respectively.
- East: The site is bound by 15th Street East to the east. The USAF Plant 42 and Palmdale Regional Airport are also located to the east of the site. As stated, these areas are designated and zoned AR and M-3, respectively.
- South: East Avenue P bounds the project's southern boundary. Vacant land and industrial uses are located further south of East Avenue P. These areas are designated and zoned Industrial (IND) and General Industrial (M-2), respectively.
- West: The Southern Pacific Railroad right-of-way (Antelope Valley Metrolink Line) and Sierra Highway bound the project's western boundary. Industrial, residential, and vacant land are located further to the west. These areas are designated Business Park (BP) and High Density Residential (HDR) and zoned Planned Industrial (M-4), Commercial Center (C-4), and Office Commercial (C-2).



Source: Michael Baker International, 2022

LOCKHEED MARTIN PLANT 10 SPECIFIC PLAN UPDATE
 NOTICE OF PREPARATION
Existing Buildings



BACKGROUND AND HISTORY

Lockheed Martin (Applicant) is a global security and aerospace company, principally engaged in research, design, development, and sustainment of advanced technology systems, products, and services. It is headquartered in Bethesda, Maryland, and employs over 105,000 people throughout 44 locations around the world. The company has California offices in Palmdale, Sunnyvale, and San Diego.

The Specific Plan area is home to the legendary Skunk Works team of Lockheed Martin. Currently, it is the largest employer in the City, employing approximately 2,500 people. At the time the 1992 Specific Plan was adopted, there were 48 buildings on-site comprising 2,199,872 square feet of building space. As of February 2022, there are 67 buildings (including entitled buildings), totaling 2,764,115 square feet of building space.

Given that the 1992 Specific Plan was adopted over 25 years ago, many of the foundational elements of the 1992 Specific Plan are outdated. Lockheed Martin foresees both near- and long-term growth and thus, is proposing to update the 1992 Specific Plan to accommodate anticipated growth.

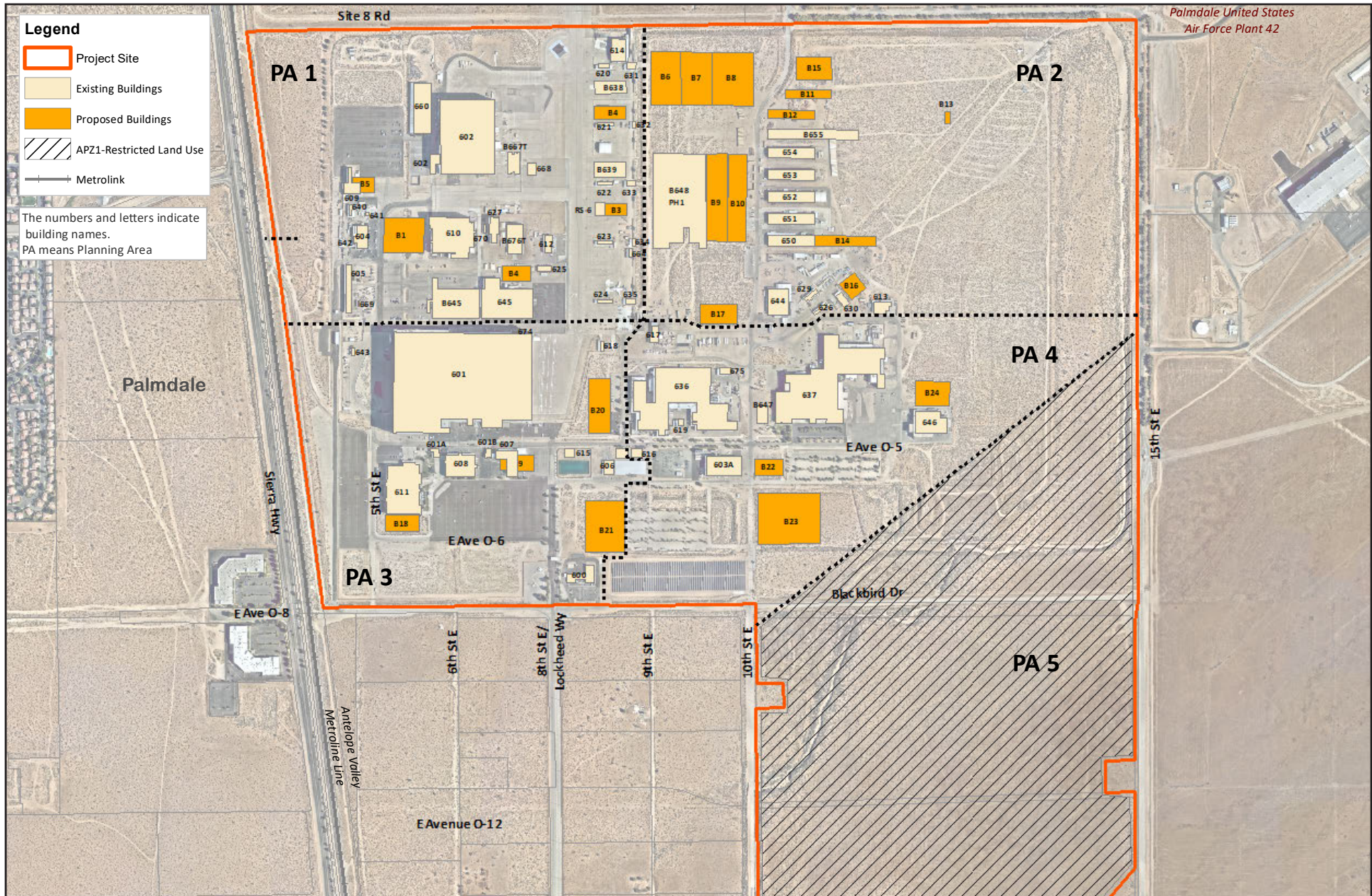
PROJECT DESCRIPTION

The proposed Lockheed Martin Plant 10 Specific Plan Amendment (Specific Plan Amendment) anticipates and captures growth, as foreseen by Lockheed Martin and the City. The goals of the Specific Plan Amendment are to 1) create a development plan that provides the flexibility of implementation based on the changing needs of the aviation industry and Lockheed Martin; 2) plan for adequate backbone infrastructure and parking to support future growth; and 3) enable a streamlined permitting and approval process for future development.

The Specific Plan Amendment consists of the following sections:

- Introduction. This introductory chapter provides a general introduction to the Specific Plan, including the purpose and intent of the plan and the scope and authority of the Specific Plan.
- Existing Conditions Analysis. An overview of existing conditions is provided in this chapter and is the foundation for future development in the project area.
- Development Plan. This chapter provides specific land use, circulation, and infrastructure plans. The development plan also describes the phasing plan and financing to carry out the anticipated development activity.
- Development Standards and Guidelines. This chapter provides details on the allowed uses and development standards (e.g., building setbacks, building height and coverage, fencing, signage, lighting, and parking) in the Specific Plan area. Design guidelines associated with site design, architecture, building materials and colors, landscaping, and roadway design are also provided.
- Administration and Procedures. This chapter discusses the administrative process and procedures for amendments and adjustments to the Specific Plan. It also describes the process required for review and permitting of land use and development activity within the Specific Plan.

The 1992 Specific Plan does not describe the project site by separate planning areas; however, for clarity and flexibility of implementation, the Specific Plan Amendment divides the project site into five planning areas (refer to Exhibit 4, Proposed Buildings). Planning Area 1 makes up the northwest corner of the project site and is bound by the Southern Pacific Railroad right-of-way to the west and Site 8 Road to the north. Planning Area 2 represents the northeast portion of the project site and is bound by Site 8 Road to the north and 15th Street East to the east. Planning Area 3 constitutes the southwest corner of the project site bound by the Southern Pacific Railroad right-of-way to the west and Lockheed Way to the south. Planning Area 4 is a nearly triangular area that makes up the central portion of the project site.



Source: Michael Baker International, 2022

LOCKHEED MARTIN PLANT 10 SPECIFIC PLAN UPDATE
NOTICE OF PREPARATION
Proposed Buildings



Planning Area 5 makes up the southeast portion of the project site and is bound by 15th Street East to the east, Avenue P to the south, and 10th Street East to the west.

Table 1, *Existing and Proposed Development Potential*, details the net development potential of the Specific Plan Amendment.

Table 1
Existing and Proposed Development Potential

	Office Use (square feet)	Industrial Use (square feet)	Storage/Testing Use (square feet)	Total (square feet)
Existing Development	600,577	926,188	1,237,350	2,764,115
Proposed Buildout	217,300	763,000	172,400	1,152,700
Total at Full Buildout	817,877	1,689,188	1,409,750	3,916,815

The existing 2,764,115 square feet of building area on-site is programmed to expand by approximately 1,152,700 square feet as part of the proposed Development Plan. Approximately 24 new structures/expansion projects are proposed to be constructed between 2020 and 2032; refer to Exhibit 4.

Overall, the Specific Plan Amendment would ensure an integrated, well-planned, and high-quality environment for the continued development of the Lockheed Martin Plant 10 facilities. The project would be consistent with the goals and policies of the General Plan. Upon anticipated adoption, the Specific Plan Amendment would establish the site standards for future development proposals, which would be reviewed and approved based on consistency with the regulations in the Specific Plan Amendment. On issues where the Specific Plan Amendment is silent, the goals, objectives, and implementing actions within the General Plan will prevail, and the standards in the Specific Plan or other applicable City, State or Federal code that regulate the same issue will apply.

Anticipated permits and approvals required by the City of Palmdale include, but are not limited to, the following:

- Certification of Final EIR;
- Adoption of Specific Plan Amendment;
- Subsequent Approvals of the following:
 - Site Plan Reviews;
 - Conditional Use Permit Reviews;
 - Grading and Building Permits; and
 - Roadway and Infrastructure Improvement Plans and Permits.

The project may also require additional permits and approvals from other agencies including, but not limited to, the following:

- U.S. Army Corps of Engineers;
- U.S. Fish and Wildlife Services;
- California Department of Fish and Wildlife;
- Antelope Valley Air Quality Management District;
- Lahontan Regional Water Quality Control Board; and
- County of Los Angeles.



POTENTIAL ENVIRONMENTAL EFFECTS. Due to the decision to prepare an EIR, an Initial Study was not prepared. This option is permitted under CEQA Guidelines Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR. Provided below is a summary of the potential environmental impacts related to the project.

Aesthetics. The proposed project could change the character/quality of the Specific Plan area during both construction and operations of the buildout of the Specific Plan. Other impacts that could result include introduced lighting from both interior and exterior lighting sources as well as vehicle headlights entering and exiting the project site. The Draft EIR will consider these potential changes in aesthetics/light and glare as a result of the proposed project.

Agriculture and Forestry Resources. According to the California Department of Conservation, the Specific Plan area is designated “Urban and Built-Up Land” and “Other Land”. There is no Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance within the Specific Plan boundaries.¹ Additionally, there are no Williamson Act contracts that apply to the Specific Plan area.² Further, the Specific Plan area is not used for forest land or forest production, nor is the Specific Plan zoned for agricultural or forest land uses. Thus, the Draft EIR will confirm that there is no effect on agriculture and forestry resources.

Air Quality. The proposed Specific Plan Amendment may result in air quality impacts due to temporary construction-related emissions, as well as long-term air emissions from project operations associated with stationary sources and vehicular traffic. Short-term construction air quality impacts may include dust generation, construction vehicle emissions, and possible odors. Future development within the Specific Plan area may result in increased long-term air quality impacts within the Mojave Desert Air Basin. These issues will be addressed in the Draft EIR, including project consistency with regional air quality planning programs.

Biological Resources. A Biological Resources Report and Jurisdictional Delineation Report will be prepared for the Specific Plan area, and the results will be incorporated into the Draft EIR. Potential impacts associated with special status plant and wildlife species, sensitive natural communities and/or riparian habitat, and jurisdictional waters (including wetlands) will be evaluated.

Cultural Resources. A Cultural Resources Assessment will be prepared for the Specific Plan area to address potential impacts related to project development. The Draft EIR will evaluate the project’s potential impacts on historical resources, archaeological resources, and human remains. A summary of the City’s tribal consultation efforts in accordance with Senate Bill 18 will also be provided.

Energy. The Draft EIR will include an analysis to determine if the project could potentially result in impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, in addition to consistency with State or local plans for renewable energy/efficiency.

Geology and Soils. The City and surrounding area are situated within a seismically active region, capable of producing surface rupture, ground motion, liquefaction, or soil settlement of sufficient magnitude to damage buildings or structures during an earthquake. The Draft EIR will evaluate seismicity of the local area, presence of existing fault lines and effect on development, the potential for erosion of site soils, soil stability, and expansive characteristics of project area soils. The analysis will also address potential impacts to paleontological resources.

Greenhouse Gas Emissions. Future development within the Specific Plan area could result in greenhouse gas emissions impacts both during construction and operation. The Draft EIR will analyze short-term construction activities and long-term operational emissions associated with proposed stationary and mobile sources, as these activities pertain to greenhouse gas emissions.

¹ California Department of Conservation, *California Important Farmland Finder*, 2020.

² California Department of Conservation, *State of California Williamson Act Contract Land*, 2017.



Hazards and Hazardous Materials. The Draft EIR will include a summary of existing regulatory conditions per the State Cortese Database Listing. Potentially hazardous materials conditions within the Specific Plan area will be considered based on available resources. Future uses within the Specific Plan area could involve the use/storage/transport of hazardous materials during construction and operational activities. The Draft EIR will analyze potential impacts related to routine use or accidental conditions related to hazards and hazardous materials as a result of new development in the Specific Plan area. Potential conflicts related to USAF Plant 42 and Palmdale Regional Airport's Accident Potential Zones will also be evaluated. Further, the Draft EIR will identify whether future development within the project site would interfere with any emergency response plans.

Hydrology and Water Quality. Future development in accordance with the Specific Plan Amendment could generate pollutants typical of urban development, which may adversely impact receiving waters. The Draft EIR will analyze short-term temporary construction-related effects on hydrology and water quality; long-term project-related water quality; permanent changes to stormwater drainage and/or flooding; project-related impacts to groundwater quantity and quality; and off-site hydrology and water quality impacts.

Land Use and Planning. The proposed Specific Plan Amendment will be evaluated in regard to consistency with existing applicable land use plans, policies, and regulations, and the potential for the project to divide an established community.

Mineral Resources. The General Plan does not designate the Specific Plan area for mineral resource recovery, and no mineral resource recovery activities occur within Specific Plan boundaries. Thus, the Draft EIR will illustrate that there is no effect on mineral resources.

Noise. Future development within the Specific Plan area may result in short-term construction noise and long-term changes in noise levels in the area due to stationary sources and project-generated trips on surrounding roadways. The Draft EIR will describe these potential construction and operational noise impacts and compare these impacts to applicable noise thresholds. Potential noise hazards associated with the nearby USAF Plant 42 and Palmdale Regional Airport will also be evaluated.

Population and Housing. The Draft EIR will present existing population, housing, and employment figures for the Specific Plan area and the projected changes in these variables as a result of project implementation. The population analysis will compare the amount and type of growth anticipated under the proposed Specific Plan Amendment with estimates from the 1992 Specific Plan, General Plan, U.S. Census Bureau, California Department of Finance, and other adopted planning documents.

Public Services. Potentially affected agencies such as fire and police protection, schools, and parks will be contacted to confirm relevant existing conditions, potential impacts to existing facilities and resources due to the proposed Specific Plan Amendment, and recommended mitigation measures (if any). The discussion will focus on the potential alteration of existing facilities, extension or expansion of new facilities, and the increased demand on services resulting from the proposed project. The Draft EIR will evaluate the ability of the project to receive adequate service based on applicable standards and, where adequate services are not available, will identify the effects of inadequate service.

Recreation. While no new residential uses would be introduced under the Specific Plan, buildout of the Specific Plan would create more jobs and indirectly result in population growth in the City. As such, potential project impacts on existing local and regional parks and recreational facilities could occur. The Draft EIR will analyze the project's impacts on such resources.

Transportation. Potential impacts associated with construction-related traffic, project-related operational traffic on local and regional transportation facilities, vehicle miles traveled, site access/internal circulation, traffic hazards, and emergency access in the project area will be addressed in the Draft EIR. The Draft EIR will summarize the results of a Traffic Impact Analysis addressing these issues and will also analyze effects on alternative modes of transportation, including walking, bicycling, and transit use.



Tribal Cultural Resources. The Draft EIR will evaluate potential impacts related to tribal cultural resources, as defined under Public Resources Code 21074. A summary of the City's tribal consultation efforts pursuant to Assembly Bill 52 will also be provided.

Utilities and Service Systems. Impacts related to utility services such as water service, wastewater treatment, storm water, electricity, natural gas, telecommunications, and solid waste will be discussed in the Draft EIR. The discussion will focus on the potential of future development in accordance with the Specific Plan Amendment resulting in the construction or expansion of new facilities and the potential of increased demand for services based on the proposed land uses.

Wildfire. The Specific Plan area is not located in or near a State Responsibility Area (SRA) or Very High Fire Hazard Severity Zone.³ The Draft EIR will illustrate that there is no effect related to wildfire impacts.

Additional Environmental Topics. The EIR will also address CEQA-mandated sections, including cumulative impacts, growth-inducing impacts, alternatives, and other required sections.

³ California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA*, November 6, 2007.