



COMMUNITY  
DEVELOPMENT

## City of Lancaster Initial Study

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1. **Project title and File Number:** Site Plan Review No. 21-15
  2. **Lead agency name and address:** City of Lancaster  
Development Services Department  
Community Development Division  
44933 Fern Avenue  
Lancaster, California 93534
  3. **Contact person and phone number:** Cynthia Campaña, Senior Planner  
City of Lancaster  
Development Services Department  
(661) 723-6100
  4. **Location:** 68.14± acres at southwest corner of Avenue G and the Antelope Valley Freeway (State Route 14) (Assessor Parcel Number: 3114-011-031)
  5. **Applicant name and address:** Warmington Capital Partners, Inc.  
3090 Pullman Street  
Costa Mesa, CA 92626
  6. **General Plan designation:** Specific Plan (SP)
  7. **Zoning:** Specific Plan No. 95-02
  8. **Description of project:**

The proposed project consists of the construction and operation of a distribution/warehouse facility on approximately 68.14 acres at the southwest corner of Avenue G and the Antelope Valley Freeway (State Route 14). The main building is 1,240,630 square feet of warehouse and 20,000 square feet of office. Loading docks are located along the eastern and western of the project site. Landscaping would be provided throughout the project site, with landscaping in the parking lot and along the drainage basins.

Access to the project site would be from two driveways along the east side of the future 25<sup>th</sup> Street West which will extend from Avenue G and two driveways along the north side of future Avenue G-8 which will extend to the east part of the project and will border the project site to the north. The main parking lot is located on the north and south side of the project site and would provide 732 parking spaces and 365 trailer parking. Van, long trailer and tractor parking would

be located on the west and east sides of the project site. Two drainage basins would be located on-site: one on the eastern side of the project site along the Antelope Valley Freeway and western side of the project site along 25<sup>th</sup> Street West.

**9. Surrounding land uses and setting:**

The project site is vacant and the properties north and west of the project site are vacant. The Antelope Valley Freeway (Highway 14) is located east the project site and the Antelope Valley Fairgrounds is south of the project site. The Rite-Aid and Michaels Distribution facilities are located approximately 1,000 feet southwest and one mile southwest of the project site, respectively. The William J. Fox Airfield and other industrial uses such as the Sygma Distribution Facility, the California National Guard Building are located between 1.5 and 2 miles to the northwest. The Apollo Community Regional Park is located approximately 1.5 miles northwest of the project site. Table 1 provides the zoning and land uses immediately surrounding the project site.

**Table 1  
Zoning/Land Use Information**

Direction	Zoning		Land Use
	City	County	
North	SP 95-02	M-1- Light Manufacturing	Vacant
East	Heavy Industrial (HI)	N/A	Vacant
South	SP 95-02	N/A	Antelope Valley Fairground
West	SP 95-02	N/A	Vacant

**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
- Lahontan Regional Water Quality Control Board
- Los Angeles County Airport Land Use Commission
- Antelope Valley Air Quality Management District
- Southern California Edison
- Los Angeles County Sanitation District #14
- Los Angeles County Waterworks District #40
- Los Angeles County Fire Department

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

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

The Yuhaaviatam of San Manuel Nation and the Fernandeno Tataviam Band of Mission Indians responded to the letters and the requested mitigation measures have been included in the cultural resources section to address proper procedures in the event of that previously unknown cultural resources are discovered on the project site during construction.

**Table 2  
Tribal Notification**

<b>Tribe</b>	<b>Person/Title</b>	<b>Date Received</b>
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas/Chairman	June 4, 2022
Yuhaaviatam of San Manuel Nation	Ryan Nordness/Cultural Resource Analyst	June 6, 2022
Fernandeno Tataviam Band of Mission Indians	Jairo Avila, Tribal Historic and Cultural Preservation Officer	June 4, 2022

**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.

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

**DETERMINATION:** On the basis of this initial evaluation:


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

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

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

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

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.

  
 \_\_\_\_\_  
 Cynthia Campaña, Senior Planner

9/29/22  
 \_\_\_\_\_  
 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Use. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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

- a. The City of Lancaster 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 the mountains surrounding the Antelope Valley are available from the project site and nearby roadways. The proposed project consists of the construction and operation of an approximately 1,240,630 square feet distribution/warehouse facility and 20,000 square feet of office area. This distribution/warehouse facility is similar in appearance to the other distribution facilities located with the Fox Field Specific Plan area including Michaels, Rite-Aid and Sygma. With implementation of the proposed project, the views would not change and would continue to be available from the roadways and project site. Therefore, no impact would occur.
- b. The project site is not located along any designated State Scenic Highways. There are no State designated scenic routes or highways within the City of Lancaster. Additionally, there are no trees, rock outcroppings or buildings on the project site. 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. While the project site is along the freeway, there is a proposed drainage basin between the freeway the proposed building creating a 302-foot setback. In addition, the height of the building is 44 feet which is below the permitted height in the Fox Field Specific Plan. The construction of the

project would not impact the views available to the traveling motorists. Therefore, no impacts would occur.

- c. The proposed project is consistent with the zoning code and the Fox Field Specific Plan as it pertains to this use and zone. The specific plan identifies the requirements for the aesthetics of individual developments within the specific plan area. The requirements are supplemented by the City's Design Guidelines which were adopted on December 8, 2009 (and updated on March 30, 2010). These guidelines provide the basis to achieve quality design for all development within the City. Therefore, impacts would be less than significant.
- d. The ambient lighting in the vicinity of the project site is low to moderate due to street lights; security and operational lighting from the nearby fairgrounds and distribution facilities; vehicle headlights, and lighting from aircraft utilizing the Fox Field airfield. Additional vehicle headlights from the Antelope Valley Freeway (Highway 14) are also visible. 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 and vehicles. All lighting with the proposed development would be shielded and focused downward onto the project site. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, impacts would be less than significant.



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

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

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

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

- b. The project site is zoned Specific Plan (SP) No. 95-02 with an underlying zoning of Light Industrial. These designations do not allow for agricultural uses. Additionally, the project site and the surrounding area are not subject to a Williamson Act contract. Therefore, no impacts would occur.
- c-d. According to the City of Lancaster’s General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. Therefore, no impacts would occur.
- e. See responses to Items IIa-d.

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

- a. Development proposed under the City’s General Plan would not create air emissions that exceed the Air Quality Management Plan (GPEIR pgs. 5.5-21 to 5.5-22). The project site is designated Specific Plan (SP) and zoned Specific Plan (SP) No. 95-02 (Fox Field Specific Plan) with an underlying zoning of light industrial. Distribution/warehouse facilities such as the one proposed are allowed under the Fox Field Specific Plan. As such, any emissions associated with the proposed project have already been accounted for and the proposed project would not conflict with or obstruct the implementation of the Air Quality Management Plan and no impacts would occur.
- b. An air quality study was prepared for the proposed project by LSA and documented in a report entitled “Air Quality and Greenhouse Gas Impact Analysis, Avenue G Industrial Project Lancaster, CA” and dated February 2022.

As part of this study the anticipated construction and operational air emissions were calculated and compared to the thresholds established by the air district. These thresholds established by the air district are shown in Table 3. The air emission estimates were calculated using CalEEMod Version 2020.4.0. The inputs for the model were based on CalEEMod defaults and input provided by the engineer for the project. These inputs and the output of the model are contained as an appendix in the air quality report.

**Table 3  
 AVAQMD Air Quality Thresholds**

Criteria Pollutant	Annual Thresholds (tons)	Daily Thresholds (lbs)
Carbon Monoxide (CO)	100	548
Nitrous Oxides (NOx)	25	137
Volatile Organic Compound (VOC)	25	137
Sulfur Oxides (SOx)	25	137
Particulate Matter 10 microns in Diameter (PM <sub>10</sub> )	15	82
Particulate Matter 2.5 microns in Diameter (PM <sub>2.5</sub> )	12	54

Construction

The construction of the proposed project is anticipated to take approximately one year with the phases of construction broken down as follows: site preparation, grading, building construction, paving, and architectural coating. For each phase of construction, the types of equipment being utilized are identified in Table 4. This information was utilized in the air emissions model and the results for construction are contained in Table 5 is for the daily emissions and Table 6 is for annual emissions. The tables show the construction emissions for the proposed project are less than the thresholds established by the air district and therefore, are less than significant.

**Table 4  
 Construction Equipment**

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	3	8	247	0.40
	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	2	8	158	0.38
	Graders	1	8	187	0.41
	Scrapers	2	8	367	0.48
	Rubber Tired Dozers	1	8	247	0.40
	Tractors/Loaders/Backhoes	2	8	97	0.37
Building Construction	Cranes	1	7	231	0.29
	Forklifts	3	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	2	8	97	0.37
	Welders	1	8	46	0.45
Paving	Pavers	2	8	130	0.42
	Paving Equipment	2	8	132	0.36
	Rollers	2	8	80	0.38
Architectural Coating	Air Compressors	1	6	78	0.48

**Table 5**  
**Estimated Daily Construction Emissions**

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
Site Preparation	1.3	33.8	23.6	<0.1	9.0	0.9	4.6	0.9
Grading	2.5	86.8	47.0	0.2	9.4	1.6	3.1	1.6
Building Construction	6.0	44.9	69.3	0.2	17.2	1.0	4.6	1.0
Paving	1.6	20.1	17.8	<0.1	0.2	0.7	<0.1	0.7
Architectural Coating	44.3	2.9	10.7	<0.1	2.8	0.1	0.7	0.1
<b>Peak Daily Emissions</b>	<b>44.3</b>	<b>86.8</b>	<b>69.3</b>	<b>0.2</b>	<b>18.2</b>		<b>5.7</b>	
<b>AVAQMD Thresholds</b>	<b>137</b>	<b>137</b>	<b>548</b>	<b>137</b>	<b>82</b>		<b>65</b>	
<b>Exceeds Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>		<b>No</b>	

**Table 6**  
**Estimated Annual Construction Emissions**

Construction Phase	Total Regional Pollutant Emissions (tons/yr)							
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>
2023	0.5	5.5	5.3	<0.1	<1.3		<0.5	
2024	1.0	<0.1	0.2	<0.1	<0.1		<0.1	
<b>Peak Annual Emissions</b>	<b>1.0</b>	<b>5.5</b>	<b>5.3</b>	<b>&lt;0.1</b>	<b>1.3</b>		<b>0.5</b>	
<b>AVAQMD Thresholds</b>	<b>25</b>	<b>25</b>	<b>100</b>	<b>25</b>	<b>15</b>		<b>12</b>	
<b>Exceeds Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>		<b>No</b>	

Operation

The operational emissions consist of area sources, energy use, mobile sources. The area source emissions include sources such as consumer products, architectural coatings, and landscaping equipment. Mobile source emissions are those associated with any form of transportation related to the project. Energy sources include natural gas consumption for the heating of water and indoor air temperature. Table 7 shows the calculated daily operational emissions and Table 8 shows calculated annual operational emissions. Based on these calculations, the operational emissions associated with the proposed project would be less than significant and no mitigation measures are required.

**Table 7**  
**Estimated Daily Operational Emissions**

Emission Category	Pollutant Emissions (lbs/day)					
	VOCs	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	28.9	<0.1	0.2	<0.1	<0.1	<0.1
Energy Source	<0.1	0.3	0.2	<0.1	<0.1	<0.1
Mobile Source	7.3	8.2	78.9	0.2	19.5	5.3
<b>Total Daily Emissions</b>	<b>36.2</b>	<b>8.5</b>	<b>79.4</b>	<b>0.2</b>	<b>19.6</b>	<b>5.3</b>
<b>AVAQMD Daily Threshold</b>	<b>137</b>	<b>137</b>	<b>548</b>	<b>137</b>	<b>82</b>	<b>65</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Table 8**  
**Estimated Daily Annual Emissions**

Emission Category	Pollutant Emissions (lbs/day)					
	VOCs	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	28.9	<0.1	0.2	<0.1	<0.1	<0.1
Energy Source	<0.1	0.3	0.2	<0.1	<0.1	<0.1
Mobile Source	19.3	23.5	210.0	0.5	52.0	14.1
<b>Total Daily Emissions</b>	<b>48.3</b>	<b>23.8</b>	<b>210.4</b>	<b>0.5</b>	<b>52.0</b>	<b>14.1</b>
<b>AVAQMD Daily Threshold</b>	<b>137</b>	<b>137</b>	<b>548</b>	<b>137</b>	<b>82</b>	<b>65</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

An assessment for Hazardous Air Pollutants was not conducted as there are no sensitive receptors within the specified distance of the project site as identified in the applicable air quality regulations. Therefore, impacts would be less than significant.

- c. There are no sensitive receptors in close proximity to the project site. The nearest sensitive receptors are single family residences approximately 0.75 miles to the southwest of the project site. As discussed in Item III.b, the project would generate air emissions during both construction and operation. However, these air emissions would not exceed the thresholds established by the Antelope Valley Air Quality Management District (AVAQMD) nor would the traffic generated by the proposed project significantly impact nearby roadways or intersections. As such, the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

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

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

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, implementation of Mitigation Measures 15 (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 Development Services Director that the project operator and/or construction manager has developed a “Valley Fever Training Handout”, training, and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s) and schedule shall be submitted to the Development Services Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Development Services Director regarding the “Valley Fever Training Handout” and Session(s) shall include the following:
  - A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
  - Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.
  - Training on methods that may help prevent Valley Fever infection.
  - A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the county. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

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

- Provide HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use in enclosed cabs.
- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use

during worker collocation with surface disturbance activities, as required per the hazard assessment process.

- Cause employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).
  - Provide separate, clean eating areas with hand-washing facilities.
  - Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.
  - Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.
  - Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.
  - Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Development Services Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Development Services Director. The radius shall not exceed three miles and is dependent upon the location of the project site.
  - When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
  - Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas will be equipped with handwashing facilities.
  - Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.
  - Audit and enforce compliance with relevant Cal OSHA health and safety standards on the job site.
- d. Construction 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 along Avenue G and the Antelope Valley Freeway (Highway 14). Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types



of uses are not part of the proposed project. The proposed project is a distribution/warehouse facility with office areas. This type of use does not typically generate odor beyond any odors that vehicles would generate. These odors are typical with this type of development and would be less than significant.

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

- a. A biological resources survey was conducted for the project site by LSA and documented in a report entitled “Biological Resources Assessment Avenue G Industrial Project (APN: 3114-011-031) Lancaster, California” and dated February 2022.

A survey of the project site was conducted January 12, 2022. A pedestrian survey was used to cover the project site using approximately 150-foot-wide belt transects. The plant and animal species observed are listed in Tables 7 and 8, respectively.

**Table 9  
 Observed Plant Species**

Scientific Name	Common Name
<b>PLANTS</b>	
<b>EUDICOTS</b>	
<b>Asteraceae</b>	<b>Sunflower family</b>
<i>Ambrosia salsola</i>	Burrobrush
<i>Ericameria cooperi</i>	Cooper's goldenbush
<i>Ericameria nauseosa</i>	Rubber rabbitbrush
<b>Boraginaceae</b>	<b>Borage family</b>
<i>Amsinckia sp.</i>	Fiddleneck
<b>Brassicaceae</b>	<b>Mustard family</b>
<i>Lepidium fremontii</i>	Peppergrass
<b>Chenopodiaceae</b>	<b>Saltbush family</b>
<i>Atriplex confertifolia</i>	Shadscale saltbush
<i>Atriplex polycarpa</i>	Cattle saltbush
<b>Frankeniaceae</b>	<b>Frankenia family</b>
<i>Frankenia salina</i>	Alkali heath
<b>Onagraceae</b>	<b>Evening primrose family</b>
<i>Eremothera boothii</i>	Booth evening primrose
<b>MONOCOT FLOWERING PLANTS</b>	
<b>Poaceae</b>	<b>Grass family</b>
<i>Bromus tectorum (non-native species)</i>	Cheatgrass
<i>Distichlis spicata</i>	Saltgrass

**Table 10  
 Observed Animal Species**

Common Raven ( <i>Corvus Corax</i> )	House Finch ( <i>Haemorhous Mexicanus</i> )	Sage Sparrow ( <i>Artemisiospiza Bellii</i> )
Kangaroo Rat ( <i>Dipodomys Sp.</i> )	Coyote ( <i>Canis Latrans</i> )	

The vegetation/land cover within the project site consist of shadscale scrub and disturbed areas. The shadscale scrub vegetation occupies approximately 60 acres of the project site and is dominated by shadscale and rubber rabbit bush. The disturbed areas are on the southern portion of the project site and occupies approximately 12 acres. The disturbed areas are either completely devoid of vegetation or vegetated by ruderal plant species including Russian-Thistle and cheatgrass. Trash and landscaping waste dumping is also present in the disturbed area. No Joshua trees are present on the project site.

No desert tortoise or Mohave ground squirrels were identified on the project site nor would they be expected to occur. No suitable nesting habitat occurs for the Swainson's hawk within the

project site, but it may use the project site during foraging activities. In addition, while no burrowing owls were observed during the survey, the site contains suitable habitat for burrowing owls and nesting birds. To avoid potential effects to the burrowing owl, nesting bird, Swainson's hawk have been identified below to ensure impacts to biological resources would be less than significant.

In addition, there are six species that have high probability of occurring on the site: Lancaster milk-vetch, alkali mariposa lily, Rosemond eriastrum, sagebrush loenflingia, Le Conte's thrasher and San Joaquin pocket mouse. In order to ensure impacts are less than significant, two mitigation measures have been identified below requiring preconstruction surveys for the Le Conte's thrasher and San Joaquin pocket mouse and springtime sensitive plant surveys. With the implementation of the mitigation measure, impacts would less than significant.

### Mitigation Measures

2. The applicant shall retain a qualified biologist who shall conduct burrowing owl protocol surveys on the project site in accordance with the procedures established by the California Department of Fish and Wildlife in the Staff Report on Burrowing Owl Mitigation prior to the issuance of any construction related permits. If burrowing owls are identified during the surveys, the applicant shall contact the California Department of Fish and Wildlife (CDFW) to develop appropriate mitigation/management procedures. The applicant shall submit a final Burrowing Owl Mitigation Plan to the City prior to the City issuing construction permits. The applicant shall implement all measures identified in the Burrowing Owl Mitigation Plan.

At a minimum, the following shall occur:

- If burrowing owls are identified during the non-nesting season, a qualified biologist shall install one-way gates to relocate the owl to a suitable nearby property. Upon confirmation that the burrow is empty, the burrow shall be collapsed.
  - In the event that a breeding pair or female owl with offspring are present at the burrow, a buffer zone of at least 50 feet shall be established around the burrow until the offspring have fledged and left the burrow. No work shall occur within the buffer zone. The specific buffer zone shall be established in coordination with CDFW.
3. A nesting bird survey shall be conducted by a qualified biologist within 30 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.
  4. A preconstruction survey shall be conducted for Le Conte's thrasher and the San Joaquin pocket mouse by a qualified biologist in accordance with established protocols. In the

event that these species are identified on the project site, the applicant shall contact the California Department of Fish and Wildlife to determine the appropriate course of action.

5. Prior to the issuance of any construction related permits, the applicant shall retain a biologist to conduct a springtime sensitive plant survey specifically focused on alkali mariposa lilies, Lancaster milk-vetch, sagebrush loeflingia, and Rosamond eriastrum. In the event that a springtime survey cannot be conducted, the biologist shall map all habitat suitable for these special status plant species. The biologist's report shall include the total acreage of each special status species present or the suitable habitat for these species and the applicant shall be required to pay \$2,405/acre for these areas. The funds shall be placed into a designated account and utilized for the acquisition of conservation habitat within the Antelope Valley.
- b. According to the biological resources report, the project site contains a small, shallow depression that show evidence of ponding water consisting of soil surface cracks. These depressions appear to be a result of a subsoil clay pan layer that has developed in association with the onsite soils series, Pond-Onban Complex, which has subsoil horizon of heavy clay loams. These depressions are isolated and do not flow on or off the project site. The depressions contained little to no vegetation. No ponded water was observed during the field survey. These clay pan depressions may be regulated by the Lahontan Regional Water Quality Control Board as waters of the State under the waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act. These drainages and clay pans may be considered waters of the State by either or both the California Department of Fish and Wildlife and the Regional Water Quality Control Board. Mitigation measures have been identified below to ensure that impacts would be less than significant.

#### Mitigation Measures

6. The applicant shall consult with the California Department of Fish and Wildlife (CDFW) to determine whether a Streambed Alteration Agreement is required for the washes on the project site. A copy of the agreement or documentation stating an agreement is unnecessary shall be submitted to the City of Lancaster prior to the issuance of any construction-related permits.
  7. The applicant shall consult with the Lahontan Regional Water Quality Control Board (RWQCB) to determine if the washes on the project site are subject to their jurisdiction. Any necessary permits from the RWQCB shall be obtained prior to the issuance of construction related permits (e.g., grading, building, etc.) by the City of Lancaster.
- 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. 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 help 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. <u>CULTURAL RESOURCES</u> . Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

a-c. A cultural resource survey was conducted for the project site by LSA and documented in a report entitled “Cultural Resources Assessment Avenue G Industrial Project City of Lancaster Los Angeles County, California” and dated January 2022. The cultural report included both a records search and a survey of the project site.

A records search for the project site and vicinity was conducted at the South Central Coastal Information Center on December 14, 2021. A total of 13 cultural resource surveys have been conducted with one mile of the project site with two surveys including the project site. Isolated historic glass fragments have been documented within the project site and an additional 13 resources have been recorded within one mile, including prehistoric resources, a historic period water conveyance system, refuse scatters and isolated artifacts. The nearest prehistoric resource was document approximately 400 meters east of the project site.

On December 20 and 21, 2021 a survey of the project site was conducted by walking pedestrian transects. These transects were spaced approximately 10 meters apart. Although the historic period isolated glass fragments were not relocated, refuse was noted on the surface through the project site. No cultural resources were identified. No human remains, including those interred outside of formal cemeteries, were identified on the project site. Therefore, no impacts would occur.

In addition to the cultural resource that were identified during the field study, it is possible that previously unknown resources could be encountered during the course of construction-related activities. Additionally, tribes contacted during the AB 52 process requested that mitigation measures be included as part of the project to ensure the proper handling and treatment of any cultural resources encountered on the project site. These measures have been included and are identified below. With incorporation of these measures, impacts would be less than significant.

Mitigation Measures

8. The applicant shall retain a professional Native American monitor procured by the Fernandeño Tataviam Band of Mission Indians (FTBMI) to observe all clearing, grubbing, and grading operations within the proposed impact areas. If cultural resources are encountered, the Native American monitor will have the authority to request that ground-disturbing activities cease within 60 feet of discovery to assess and document potential finds in real time. One monitor will be required on-site for all ground-disturbing activities in areas designated through additional consultation. However, if ground-disturbing activities occur in more than one of the designated monitoring areas at the same time, then the parties can mutually agree to an additional monitor, to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage.
9. The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.
10. 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 and/or historic-era 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.
11. If significant pre-contact and/or historic-era 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, as detailed within mitigation measure 12. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
12. 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.
13. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted of any pre-contact and/or historic-era 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 resource 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.

14. 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. <u>ENERGY</u> . Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficient?			X	

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

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

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

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

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

- 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, 2020.

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. <u>GEOLOGY AND SOILS</u> . Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative 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 City, 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 within an area at risk for liquefaction. The project would be required to utilize proper engineering design and standard construction practices, which would be verified by qualified staff during the plan check process of construction-level documents. Review would ensure that the potential for impacts from seismic-related ground failure, including liquefaction would be less than significant. With implementation of the mitigation measure below, impacts would be less than significant.

15. Prior to the issuance of any construction related permits, the applicant shall prepare a liquefaction study and submit the study for review and approval by the Development Services Director. All recommendations of the study shall be incorporated into the project.
- b. The project site is rated as having a low risk for soil erosion (USDA SCS Maps) when cultivated or cleared of vegetation. As such, 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, the mitigation measures listed below is required to control dust/wind erosion. With implementation of the mitigation measures, impacts would be less than significant.

#### Mitigation Measures

16. The applicant shall submit the required Construction Excavation Fee to the Antelope Valley Air Quality Management District (AVAQMD) prior to the issuance of any grading and/or construction permits. This includes compliance with all prerequisites outlined in District Rule 403, Fugitive Dust, including submission and approval of a Dust Control Plan, installation of signage and the completion of a successful 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 30<sup>th</sup> Street West and Avenue G. However, the project site is not known to be within an area of subject to sinkholes, subsidence (LMEA Figure 2-3) or any other form of soil instability. The proposed project would be required to have a geotechnical study prepared and all recommendations followed as part of

the building permit process. These recommendations would ensure that any impacts associated with forms of soil instability would be less than significant. For a discussion of potential impacts regarding liquefaction, please refer to Item VI.a.

- d. The soil on the project site is characterized by a low shrink/swell potential (LMEA Figure 2-3), which is not an expansive soil as defined by Table 18-1-B of the Uniform Building Code. A soils report on the soils within the project site shall be submitted to the City by the project developer prior to grading of the property and the recommendations of the report shall be incorporated into the development of the property. Therefore, impacts would be less than significant.
- e. The proposed project would be tied into the sanitary sewer system. No septic or alternative means of waste water disposal are part of the proposed project. Therefore, no impacts would occur.
- f. 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
<b>VIII. GREENHOUSE GAS EMISSIONS.</b> 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. The AVAQMD has established thresholds for greenhouse gas (GHG) emissions which, if exceeded, would render a project as having a significant adverse GHG impact (Table 3). The proposed project is for a distribution facility and would generate GHGs during construction and operation but not in significant quantities. As discussed in Item III.b, GHG emissions were calculated for the proposed project and the results are summarized in Table 11 (Construction) and Table 12 (Operation).

**Table 11  
Project Construction Greenhouse Gas Emissions**

Construction Phase	Total Emissions per Phase (Tons)			Total Emissions per Phase in Tons of CO <sub>2</sub> e
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	
Site Preparation 2023	26.3	<0.1	<0.1	26.5
Grading 2023	651.0	<0.1	<0.1	675.8
Building Construction 2023	1,099.2	<0.1	<0.1	1,123.6
Paving 2023	42.7	<0.1	<0.1	43.0
Architectural Coating 2023	3.7	<0.1	<0.1	3.7
Architectural Coating 2024	56.2	<0.1	<0.1	56.6
<b>Total Construction Emissions</b>				<b>1,929.2</b>

**Table 12**  
**Project Operational Greenhouse Gas Emissions**

Source	Pollutant Emissions (tons/year)					
	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
<b>Operational Emissions</b>						
Area	0.0	<0.1	<0.1	<0.1	0.0	<0.1
Energy	0.0	941.4	941.4	<0.1	<0.1	946.3
Mobile	0.0	8,087.7	8,087.7	0.5	0.3	8,201.3
Waste	240.5	0.0	240.5	14.2	0.0	595.9
Water	92.5	673.2	765.7	9.6	0.2	1,073.5
<b>Total Operational Project Emissions</b>						<b>10,881.3</b>
AVAQMD's CO <sub>2</sub> e Threshold (tons/year)						<b>100,000</b>
Would the Project Exceed the Threshold?						<b>No</b>

Since the GHG emissions associated with construction and operation would be significantly lower than the established thresholds, the proposed project would have a less than significant impact.

- b. The City of Lancaster Final Climate Action Plan was adopted in March 2017. As part of the climate action plan (CAP), a greenhouse gas emissions inventory for the City was developed which consisted of both community-wide emission and emissions from government operations for future years based on demographic growth. The CAP also identified projects that would enhance the City's ability to further reduce GHG emissions. A total of 61 projects/measures across eight sectors were identified, which include: 1) traffic; 2) energy; 3) municipal operations; 4) water; 5) waste; 6) built environment; 7) community; and 8) land use. The forecasts do not account for any new federal, State, regional, or local policies that may be implemented after 2015, nor does it assume that any policies in place in 2015 will become more stringent. 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. Specifically, the proposed project would be consistent with the following measures identified in the climate action plan.

Transportation

- Measure 4.1.2b: Bike Lanes – The proposed project would install roadway improvements along Avenue G and install new roadways for Avenue G-8 and 25<sup>th</sup> Street West, including bike lanes, which would tie into existing improvements and would provide bike amenities onsite as required by the Building Code.
- Measure 4.1.2c: Pedestrian Amenities – The proposed project would install pedestrian facilities along Avenue G, Avenue G-8 and 25<sup>th</sup> Street West. These facilities would tie into the other existing facilities in the general area.



### Energy

- Measure 4.2.1a: Renewable Energy Purchase Plan – All development receives its power from Lancaster Choice Energy unless the entity chooses to opt out.

### Water

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

### Waste

- Measure 4.5.1b: Recycling Incentives – Trash enclosures will be provided on the project site. All trash enclosures would be a minimum of 165 square feet and provide bins for trash, recycling, and organics.

### Community

- Measure 4.7.2a: Sustainability Incubator/Local Job Creation – The proposed project would generate new jobs that do not currently exist within the local economy.
- Measure 4.7.3a: Xeriscaping – All landscaping within the development would be native and/or drought tolerant in accordance with the City's Municipal Code.
- Measure 4.7.4c: Conservation Habitat Acquisition – All development projects are required to pay a Biological Impact Fee (\$770/acre) to offset the overall loss of biological resources within the Antelope Valley. This fee is utilized to fund the acquisition of habitat which is placed under a conservation easement. The proposed development would be required to pay approximately \$30,800.

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b> 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 a distribution/warehouse facility. The site would be improved with drainage basins, parking areas, and landscaping. Typical construction materials would be utilized during development of the proposed project. The Antelope Valley Freeway is designated as a hazardous materials transportation corridor (LMEA p. 9.1-14 and Figure 9.1-4). All project operations would be in accordance with application regulations. Development of the project site would not involve the demolition of any structures

and therefore, would not expose individuals or the environment to asbestos containing materials or lead-based paint. Therefore, impacts would be less than significant.

- c. The project site is not located within a quarter mile of an existing or proposed school. The closest school to the project site is Desert View Elementary School located at 1555 West Avenue H-10. This is approximately 1.2 miles southeast of the project site. Additionally, the proposed project would not emit hazardous emissions or handle hazardous/acutely hazardous materials, substances, or waste. Therefore, no impacts would occur.
- d. A Phase I Environmental Site Assessment was prepared for the project site by Hillmann Consulting. The results of the study are documented in a report entitled “Phase I Environmental Site Assessment Report, SWC of Avenue G and Highway 14, Lancaster, California 93536” and dated November 8, 2021.

A survey of the project site was conducted on October 22, 2021 to determine the presence of any recognized environmental concerns. A homeless encampment and dumped trash were observed at the southeastern portion of the property and multiple soil stockpiles at the south-central border of the property. The soil stockpiles appear to have originated on-site from past grading activities on the southern portion of the site. The homeless encampment, dumped trash and soil stockpiled are not considered recognized environmental conditions. Therefore, it is not anticipated to be an environmental concern. No impacts would occur.

There are no structures on the project site and as such lead-based paint and asbestos containing materials would not be a concern.

In addition to the survey of the project site, a regulatory database search was conducted for the project site and immediately surrounding properties within the specified search distances by EDR. The subject site and surrounding properties were not identified on any regulatory database and no impacts would occur.

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

Zone E is designated a “Other Airport Environs” and prohibits hazards to flight (e.g., tall objects, visual/electronic forms of interference, increase in birds, etc.). The project would not require any airspace review as the building is not over 100 feet. The project would also not exceed the maximum number of people per acre (300 people per single acre; 150 people average) as it is a distribution/warehouse facility.

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

- f. Access to the project site would be taken from two driveways along Avenue G-8 and 25<sup>th</sup> Street West. Avenue G-8 and 25<sup>th</sup> Street West would be improved roadways and the proposed project would add any improvements necessary to meet current standards. Neither Avenue G-8 and 25<sup>th</sup> Street West are identified as evacuation routes. However, the Antelope Valley Freeway (State Route 14) is designated as an evacuation route. Based on the traffic study prepared for the

proposed project, the development is expected to generate approximately 5,837 daily trips. This amount of traffic is not anticipated to cause any operational or safety issues at any of the area intersections and the freeway can handle the increase in the traffic volumes. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan.

- g. The property surrounding the project site is undeveloped and could be subject to vegetation fires. However, the project site is located within the boundaries of Fire Station No. 130, located at 44558 40<sup>th</sup> 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. <u>HYDROLOGY AND WATER QUALITY.</u> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff			X	
iv) Impede or redirect flood flows			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

- a. The project site is not located in the immediate vicinity of an open body of water or in an aquifer recharge area. The small lake at Apollo Park is located approximately 1.5 miles to the northwest and the Amargosa Creek (desert wash) is located approximately .5 mile to the east on the eastern side of the Antelope Valley Freeway. The proposed project would be required to comply with all

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

The proposed project consists of the construction of a distribution/warehouse facility. The proposed project would contain a couple of drainage basins with perimeter landscaping. Additionally, the proposed project would comply all applicable rules and regulations regarding wastewater and would be registered with the Sanitation District as an industrial wastewater generator. As such the proposed project would not violate water quality standards and impacts would be less than significant.

- b. The proposed project would not include any groundwater wells or pumping activities. All water supplied to the proposed project would be obtained from Los Angeles County Waterworks, District 40. Therefore, impacts would be less than significant.
- c. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated the paving of the parking areas and the construction of the building. The proposed project would be designed, on the basis of a hydrology study, to accept current flows entering the property and to handle the additional incremental runoff from the developed sites. Therefore, impacts from drainage and runoff would be less than significant.

The project site is designated as Flood Zone AH per the Flood Insurance Rate Map (FIRM) (06037C0410F). Flood Zone AH is an area subject to 1% annual chance flood with depth of 1 to 3 feet (usually areas of ponding). The mitigation measure listed below is required for the proposed project to comply with all requirements for construction within a flood plain/hazard. With implementation of the mitigation measure, impacts would be less than significant.

- 16. The applicant shall submit plans to the Development Services - Capital Engineering division to ensure the proposed project complies with all requirements for the construction of structures within a flood plain/hazard zone and FEMA requirements.
- d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat and does not contain any enclosed bodies of water and is not located in close proximity to any large bodies of water. Apollo Park contains a small lake which is located approximately 1.5 miles to the northwest. In the event of an earthquake, it is not anticipated that the lake would create a seiche that would impact the project site. Additionally, the project site would not be subject to mudflows. Therefore, no impacts would occur.

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

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

- a. The proposed project is a for the construction and operation of a 1,240,630 square-foot distribution/warehouse facility and 20,000 square feet of office area on approximately 68.14 acres. The project site is located within the Fox Field Specific Plan (SP 95-02) area which is designated for a mix of industrial type uses. Additionally, the project site is mostly surrounded by vacant property with the Antelope Valley Fairground south of the project site. The proposed project would not block a public street, trail or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.
- b. The proposed project is consistent with the City’s General Plan and the Fox Field Specific Plan (SP 95-02) and must be in conformance with the Lancaster Municipal Code. Table 13 provides a consistency analysis of the proposed project with respect to the relevant goals, objectives, and policies of the General Plan. The proposed project will be in compliance with the City-adopted Uniform Building Code (UBC) and erosion control requirements (Section VII). Additionally, as noted Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. As the proposed project does not involve the provision of housing nor is housing permitted under the specific plan, a consistency analysis with the Housing Element was not conducted.

**Table 13  
General Plan Consistency Analysis**

Goals, Objectives and Policies	Consistency Analysis
<b>Policy 3.1.1:</b> Ensure that development does not adversely affect the groundwater supply.	No ground water pumping will occur as part of the proposed project. All water supplied to the development will be provided by Los Angeles County Waterworks District #40 in accordance with existing regulations and agreements.
<b>Policy 3.2.1:</b> Promote the use of water conservation measures in the landscape plans of new developments.	The landscaping proposed as part of the proposed project would be aesthetically pleasing and native/drought tolerant in



	accordance with the City of Lancaster’s Municipal Code, Section 8.50, and the requirements of the Fox Field Specific Plan.
<b>Policy 3.2.5:</b> Promote the use of water conservation measures in the design of new developments.	The landscaping associated with the proposed development will utilize drought tolerant plants and irrigation systems that are appropriate to the specific plants.
<b>Policy 3.3.1:</b> Minimize the amount of vehicular miles traveled.	The proposed development will provide another source of jobs for the local economy. This will allow residents to work in the Antelope Valley instead of commuting to the Los Angeles basin for work. This would reduce the amount of VMT generated for work-based trips. Additionally, the proposed distribution facility would replace another distribution facility, placing the distribution facility closer to the end users.
<b>Policy 3.3.3:</b> Minimize air pollutant emissions by new and existing development.	The proposed project could comply with all air district regulations regarding air emissions and dust control.
<b>Policy 3.4.4:</b> 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.
<b>Policy 3.5.1:</b> 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.
<b>Policy 3.5.2:</b> Since certain soils in the Lancaster study area have exhibited shrink-swell behavior and a potential for fissuring, and subsidence may exist in other areas, minimize the potential for damage resulting from the occurrence of soils movements.	A geotechnical study is required to be prepared by a registered professional engineer and submitted to the City as part of the grading and building plans. All recommendations within the study are required to be followed.
<b>Policy 3.6.1:</b> Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.	The proposed project would be built in an area that has been designated for industrial type uses. It would provide additional job opportunities for local residents which would reduce the amount of energy consumed on transportation.
<b>Policy 3.6.2:</b> 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.
<b>Policy 3.6.3:</b> Encourage the incorporation of	The proposed project would be constructed in

<p>energy conservation measures in existing and new structures.</p>	<p>accordance with the Uniform Building Code and the California Green Building Code.</p>
<p><b>Policy 3.6.6:</b> Consider and promote the use of alternative energy such as wind energy and solar energy.</p>	<p>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 be able to install solar panels to provide behind the meter solar energy for the power.</p>
<p><b>Policy 4.3.1:</b> Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved.</p>	<p>The proposed development meets the noise standards of the City’s General Plan. Additionally, the closest sensitive noise receptors are located approximately 0.75 miles.</p>
<p><b>Policy 4.4.2:</b> Limit the uses surrounding airport facilities at Fox Field, Edwards Air Force Base, and Plant 42 to ensure their continued safe operation.</p>	<p>The proposed project is located within the boundaries of the Fox Field Airport Land Use Plan. The project complies requirements of the Land Use Plan and would not impact the operation of the Fox Field airfield.</p>
<p><b>Policy 4.5.1:</b> 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.</p>	<p>The proposed project may utilize some common hazardous materials during its operations including oils/lubricants, pesticides, cleaning agents, etc. All use would be in accordance with applicable rules and regulations. Additionally, no fueling operations would take place on the project site.</p>
<p><b>Policy 4.7.2:</b> Ensure that the design of new development minimizes the potential for fire.</p>	<p>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.</p>
<p><b>Policy 9.1.2:</b> Maintain ongoing, open communication with area school districts, and take a proactive role to ensure that communication is maintained.</p>	<p>All projects are routed to the appropriate school districts for review to ensure that they can adequately provide for any new students as a result of development projects.</p>
<p><b>Policy 14.1.1:</b> Design the City’s street system to serve both the existing population and future residents.</p>	<p>The proposed project would improve both Avenue G, Avenue G-8 and 25<sup>th</sup> Street West to meet the requirements established by the City of Lancaster and the Fox Field Specific Plan.</p>
<p><b>Policy 14.1.4:</b> 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.</p>	<p>Both Avenue G, Avenue G-8 and 25<sup>th</sup> Street West would be fully improved to meet the amount of traffic utilizing these roadways. Additionally, the project would provide adequate parking on the project site.</p>
<p><b>Policy 14.2.2:</b> Manage the City’s roadway network so that it is aesthetically pleasing</p>	<p>The proposed project would install enhanced landscaping between Avenue G and the</p>

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

In addition to the City’s General Plan, the Southern California Association of Governments (SCAG) adopts a Regional Transportation/Sustainable Conservation Strategy (RTP/SCS) every five years. On May 7, 2020 SCAG adopted by the 2020-2045 RTP/SCS, known as Connect SoCal, for federal transportation conformity 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 14 along with the project’s consistency with these goals.

**Table 14  
Connect SoCal Consistency Analysis**

<b>Goals</b>	<b>Consistency</b>
<b>Goal 1:</b> Encourage regional economic prosperity and global competitiveness.	The proposed project would help support regional economic prosperity by providing more local jobs
<b>Goal 2:</b> Improve mobility, accessibility, reliability and travel safety for people and	The project site is located in close proximity to the Antelope Valley Freeway which will facilitate the

goods.	movement of goods.
<b>Goal 3:</b> Enhance the preservation, security, and resilience of the regional transportation system.	This goal is not applicable to the proposed project.
<b>Goal 4:</b> Increase person and goods movement and travel choices within the transportation system.	This goal is not applicable to the proposed project.
<b>Goal 5:</b> Reduce greenhouse gas emissions and improve air quality.	The proposed project would provide a distribution facility in close proximity to the end users of the service. This would be the amount of GHG and air quality emissions generated.
<b>Goal 6:</b> Support health and equitable communities.	This goal is not applicable to the proposed project.
<b>Goal 7:</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.	This goal is not applicable to the proposed project.
<b>Goal 8:</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	This goal is not applicable to the proposed project.
<b>Goal 9:</b> 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.
<b>Goal 10:</b> 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. <u>MINERAL RESOURCES.</u> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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

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

- a. The City’s General Plan (Table 3-1) establishes an outdoor maximum CNEL of 70 dBA for commercial and industrial uses. The current noise levels on the roadways immediately adjacent to the project site is from Avenue G from 30<sup>th</sup> Street West to the Freeway which is 59.5 dBA. The proposed project is anticipated to generate approximately 5,837 daily trips between delivery and employee vehicles. As such the noise levels in the vicinity of the project such are consistent with the standards of the General Plan. While the noise levels are consistent with the standards of the General Plan, additional features of the proposed project (e.g., landscaping, fencing, setbacks, etc.) would ensure that the project remains in compliance with the General Plan standards.

Construction activities associated with earth moving equipment and other construction machinery would temporarily increase noise levels in the vicinity of the project site. The closest noise sensitive receptors to the project site are the single-family residences located approximately .75 miles to southwest of the project site. Some construction activities may be audible at these locations, but due to the distance it is unlikely that the construction noise would be bothersome and would not exceed the established noise thresholds. However, all construction activities would be in accordance with the City’s noise ordinance with respect to days of the week and time of day. Additionally, mitigation measures have been identified to reduce the noise generated by construction activities to the extent feasible. These measures are construction best management practices. Incorporation of these measures would ensure that all construction noise impacts are less than significant.

Mitigation Measures

17. 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 the periods and days permitted by local ordinance.
  18. The on-site construction supervisor shall have the responsibility and authority to receive and resolve 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.
  19. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
  20. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.
  21. The use of noise producing signal, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
  22. No project-related public address or music system shall be audible at any adjacent receptor.
  23. 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 factory 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. The proposed project is not anticipated to generate any groundborne vibration or groundborne noise levels during construction as no subterranean structures (e.g., underground parking, etc.) are part of the project. Some construction activities may generate rumbling type noise; however, these activities are not anticipated to be noticeable by noise sensitive receptors as the nearest ones are located approximately 0.75 miles southwest of the project site. During operational activities, some vibration noise may be generated due to the varying sizes of trucks accessing the facility. However, this noise would be similar to the noise generated by other distribution facilities in the area (e.g., Sygma, Rite, and Michaels) and would be considered less than significant.
- c. As discussed in Section IX.e, the project site is located within Zones E of the General William J Fox Airfield Land Use Compatibility Plan. As such, workers and visitors to the site may be exposed to aircraft noise during take off and landing. However, this noise is sporadic and all project related operational activities would occur indoors. Therefore, impacts would be less than significant.

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

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

The proposed development would be accessed from Avenue G-8 and 25<sup>th</sup> Street West and the roadways in the general vicinity would be improved and new roadways would be constructed. The Fox Field Specific Plan does not allow for residential uses; therefore, no population growth would occur due to the new roadway. Therefore, impacts would be less than significant.

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



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

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

Construction of the proposed project may result in an incremental increase in population and may increase the number of students in the Lancaster 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. <u>RECREATION</u> . Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

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

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

- 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 G and the Antelope Valley Freeway (Highway 14). Additionally, the proposed project would be installing sidewalks and bike lanes along the future 25<sup>th</sup> Street West, future Avenue G-8, and Avenue G and the proposed development would be required to provide bicycle facilities in accordance with the California Green Building Code. Therefore, impacts would be less than significant.
- b. In July 2020, the City of Lancaster adopted standards and thresholds for analyzing projects with respect to vehicle miles traveled (VMT). A series of screen criteria were adopted and if a project meets one of these criteria, a VMT analysis is not required. These criteria are: 1) project site – generates fewer than 110 trips per day; 2) locally serving retail – commercial developments of 50,000 square feet or smaller; 3) project located in a low VMT area – 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities. The proposed project does not meet any of these thresholds.

As a result, a study was prepared to analyze the proposed project’s VMT impact. The results of the study are documented in a report prepared by Linscott, Law & Greenspan, Engineers (LLG) entitled “Vehicle Miles Traveled Analysis, West Avenue G Warehouse, City of Lancaster, California” and dated July 21, 2022.

In coordination with the City, it was determined that the most appropriate metric for determining VMT impacts for the proposed project would be based on service population. This is based on the total VMT for the entire area divided by the total service population (employees and residents). Based on the analysis prepared for both the Traffic Analysis Zone (TAZ) the project

site is located in and the service area as a whole (Antelope Valley Planning Area), the proposed project would reduce the amount of VMT per service population in both the 2012 baseline year and in 2040. A summary of the results are provided in Table 15. As such, VMT impacts associated with the proposed project would be less than significant and no mitigation measures are required.

**Table 15  
Vehicle Miles Traveled Summary**

METRIC [2]	2012 BASELINE		2040 FUTURE	
	WITHOUT PROJECT	WITH PROJECT	WITHOUT PROJECT	WITH PROJECT
TAZ OD VMT	117,340.47	185,117.76	161,940.91	243,025.78
TAZ SP	1,685.00	2,811.00	3,116.00	4,242.00
AVPA OD VMT	76,424,877.60	76,745,403.63	91,775,326.98	89,384,195.98
AVPA SP	1,889,610.00	1,899,744.00	2,458,716.00	2,480,186.00
AVPA VMT/SP	40.44	40.40	37.33	36.04

[1] Source: SCAG Regional Travel Demand Model.

[2] TAZ = Traffic Analysis Zone  
 VMT = Vehicle Miles Traveled  
 SP = Service Population  
 AVPA = Antelope Valley Planning Area  
 OD = Origin/Destination

- c. The proposed project would be accessed by two driveways along the future 25<sup>th</sup> Street West and two driveways along the future Avenue G-8. These roadways would be installed and improved to meet the ultimate design of the roadways. These improvements would not increase hazardous in the vicinity of the project nor create dangerous design situations. Therefore, no impacts would occur.
- d. The proposed project would be accessed by two driveways along the future 25<sup>th</sup> Street West and two driveways along the future Avenue G-8 which would provide adequate emergency access to the project site. Drive aisles within the project site would be design to the standards required by the Los Angeles County Fire Department, ensuring adequate emergency access. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b> 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 specific tribal cultural resources have been identified either through the sacred lands file search conducted by the Native American Heritage Commission or by any of the Native American tribes with cultural affiliations to the area. Mitigation measures have been requested by the tribes to identify procedures and proper handling of any cultural resources which may be discovered during the course of construction. These mitigation measures have been included in the cultural resources section of this initial study. As such, no impacts would occur.

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

- a. The proposed project would be required to connect to the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc. These services already exist in the vicinity of the project site. Connections would occur on the project site or within existing roadways or right-of-ways. Connections to these utilities are assumed as part of the proposed project and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant.
- b. The Los Angeles County Waterworks District No. 40 has not indicated any problems in supplying water to the proposed project from existing facilities. A water supply assessment was conducted for the project site by Kimley Horn and documented in a report entitled “Water Supply Assessment Avenue G Industrial Project” and dated September 2022. The calculated water demand for the proposed project is 116.98 acre-feet per year and through a combination of existing supply, groundwater banking, new supply and recycled water, the Los Angeles County

Waterworks District 40 2020 Urban Water Management Plan projects that total supply will meet demand through 2045 under normal, single-dry, and multiple dry water year conditions. Therefore, impacts would be less than significant.

- c. The project site is located within the jurisdictional boundaries of District No. 14. 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 14.6 mgd. The proposed project would discharge to a local sewer line for conveyance to the Districts' Avenue H West Trunk Sewer, located in 23<sup>rd</sup> Street West immediately west of State Route 14. This trunk sewer has a capacity of 18 mgd and conveyed a peak flow of 14.6 mgd when last measured in 2018. The proposed project would generate 31,500 gallons of wastewater per day. The proposed project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.
- d. Solid waste generated within the City limits is generally disposed of at the Lancaster Landfill located at 600 East Avenue F. This landfill is a Class III landfill which accepts agricultural, non-friable 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% diversion of solid waste from landfills by 1995 and a 50% diversion by 2005. In 2011, AB 341 was passed which required the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the proposed project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

The proposed project would generate solid waste during construction and operation which would contribute to an overall impact on landfill services (GPEIR pgs. 5.13-25 to 5.13-28 and 5.13-31); although the project's contribution would be minimal. However, the existing landfill has capacity to handle the waste generated by the proposed project. Additionally, the proposed project would be in compliance with all State and local regulations regarding solid waste disposal. Therefore, impacts would be less than significant.

- e. See Item XIX.d.

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

a. See Item IX.f.

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



	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
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 1,240,630 square feet of warehouse and 20,000 square feet of office area in the SP 95-02 zone. Other projects have been approved and/or submitted within approximately one mile of the project site (Table 16). These projects are also required to be in accordance with the City's zoning code and General Plan.

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

The proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Energy Resources, Land Use and Planning, Mineral Resources, Tribal Cultural Resources and Wildfire. The project would create impacts to other resource areas and mitigation measures have identified for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, and Noise. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever

possible. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

**Table 16  
Related Projects List**

<b>Case No.</b>	<b>Location</b>	<b>APNs</b>	<b>Acres</b>	<b>Description</b>	<b>Status</b>
SPR 21-09	NEC of 30 <sup>th</sup> St W and Avenue G	3114-010-011	40	250,995 square-foot FedEx Distribution Facility	Under review
CUP 17-16 / TPM 82626	SEC 47 <sup>th</sup> Street West and William J Barnes Avenue	3105-001-042	32.75	563,000 sf cannabis cultivation and manufacturing facility	Approved

List of Referenced Documents and Available Locations\*:

AIR:	Air Quality and Greenhouse Gas Impact Analysis Avenue G Industrial Project, Lancaster, California LSA, July 2022	DSD
BRR:	Biological Resource Assessment Avenue G Industrial Project (APN: 3114-011-031) Lancaster, California, LSA, February 2022	DSD
CRS:	Cultural Resource Assessment Avenue G Industrial Project City of Lancaster, California, Los Angeles County, California LSA, January 2022	DSD
ESA:	Phase I Environmental Site Assessment Report, SWC of Avenue G and Highway 14, Lancaster, California, 93536, Hillman Consulting, November 8, 2021	DSD
FIRM:	Flood Insurance Rate Map	DSD
GPEIR:	Lancaster General Plan Environmental Impact Report	DSD
LACSD:	Los Angeles County Sanitation Districts letter, August 31, 2021	DSD
LGP:	Lancaster General Plan	DSD
LMC:	Lancaster Municipal Code	DSD
LMEA:	Lancaster Master Environmental Assessment	DSD
SSHZ:	State Seismic Hazard Zone Maps	DSD
USGS:	United States Geological Survey Maps	DSD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	DSD
VMT	Vehicle Miles Traveled Analysis, W. Avenue G Warehouse, City of Lancaster, California, Linscott, Law & Greenspan Engineers, July 21, 2022	DSD
WSA	Water Supply Assessment, Avenue G Industrial Project, Kimley Horn, September 2022	DSD

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