COMMUNITY DEVELOPMENT

City of Lancaster
Initial Study

1.	**Project title and File Number:**	Site Plan Review No. 23-012
2.	**Lead agency name and address:**	City of Lancaster Community Development Department Planning & Permitting Division 44933 Fern Avenue Lancaster, California 93534
3.	**Contact person and phone number:**	Jocelyn Swain, Senior Planner City of Lancaster Community Development Department (661) 723-6100
4.	**Location:**	±80 acres at the northeast corner of 30th Street West and Avenue G (APNs: 3114-010-002, 3114-010-003, 3114-010-011) (see Figure 1)
5.	**Applicant name and address:**	Northpoint Development, LLC Benjamin Mitton 3315 N Oak Trafficway Kansas City, MO 64116
6.	**General Plan designation:**	Light Industrial (LI)
7.	**Zoning:**	Specific Plan (SP) No. 95-02 Fox Field Specific Plan

8. Description of project:

The proposed project involves construction and operation of a 1,227,596 square foot industrial/cold storage warehouse with 40,000 square feet of the building to be utilized for offices on approximately 80 acres at the northeast corner of 30th Street West and Avenue G (Figure 2). The proposed building would be tilt-up concrete construction with elements of insulated metal panels and would be approximately 50 feet in height. Other ancillary improvements would include road improvements along Avenue G and 30th Street West, lighting and utility improvements. The facility is anticipated to operate 24-hours per day. Access to the project site would be provided via two driveways along 30th Street West. The project would include a total of 415 trailer parking spaces and 564 passenger vehicle parking spaces. Of the 564 passenger vehicle spaces, 169 spaces would be electric vehicle (EV) parking spaces with 56

electrical charging stations installed, and 113 spaces would be made EV charging capable. The project would also include 28 bicycle parking spaces. Three detention basins are proposed, two to the east and one to the west of the building. Additionally, landscaping would be provided throughout the project site and around the perimeter of the site.

The approximately 18-month construction is anticipated to begin in June 2024 and conclude by February 2026. Construction activities would occur from 7:00 a.m. to 8:00 p.m. Monday through Saturday. Construction activities would primarily include grading (including excavation for the detention basins), building construction, paving, and architectural coating. The project is expected to export 1,000 cubic yards of earthwork material during the grading phase.

9. Surrounding land uses and setting:

The project site and the immediately surrounding properties are vacant. Approximately 0.50 miles north of the project site is an industrial/contractor's yard and a handful of single-family residences along Avenue F. The Holiness Church of God is located one mile northwest of the project site. Half a mile to the south, are the Antelope Valley Fairgrounds and the Rite-Aid Distribution Facility. The Michaels Distribution facility is located approximately 0.5-0.75 miles to the southwest. The Fox Field Airfield and other industrial uses such as the Sygma Distribution Facility and the California National Guard Building are located between 1 and 1.5 miles to the west/northwest. The Apollo Community Regional Park is located approximately 0.75 miles northwest of the project site. The Antelope Valley Freeway (State Route 14) is located approximately 0.5 miles east of the project site with access to the freeway available from Avenue G. The Amargosa Creek and drainage basin is located just east of the Antelope Valley Freeway. Additional residential subdivisions and commercial uses are located further to the south (south of Avenue I) and southeast, east of the freeway. 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	N/A	Vacant
East	SP 95-02	M-1 (Light Manufacturing)	Vacant
South	SP 95-02	N/A	Vacant
West	SP 95-02	N/A	Vacant

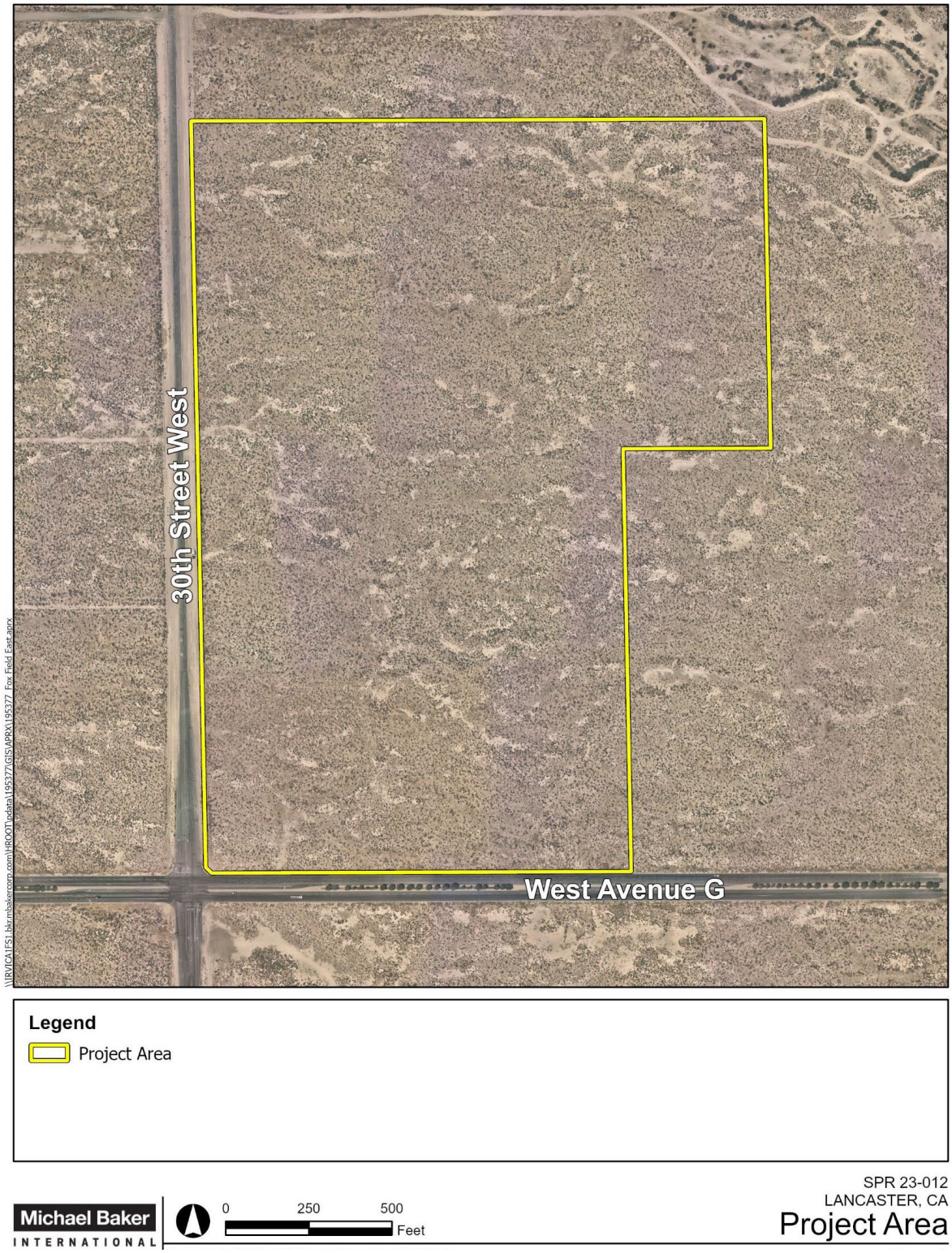

Figure 1, Project Location Map

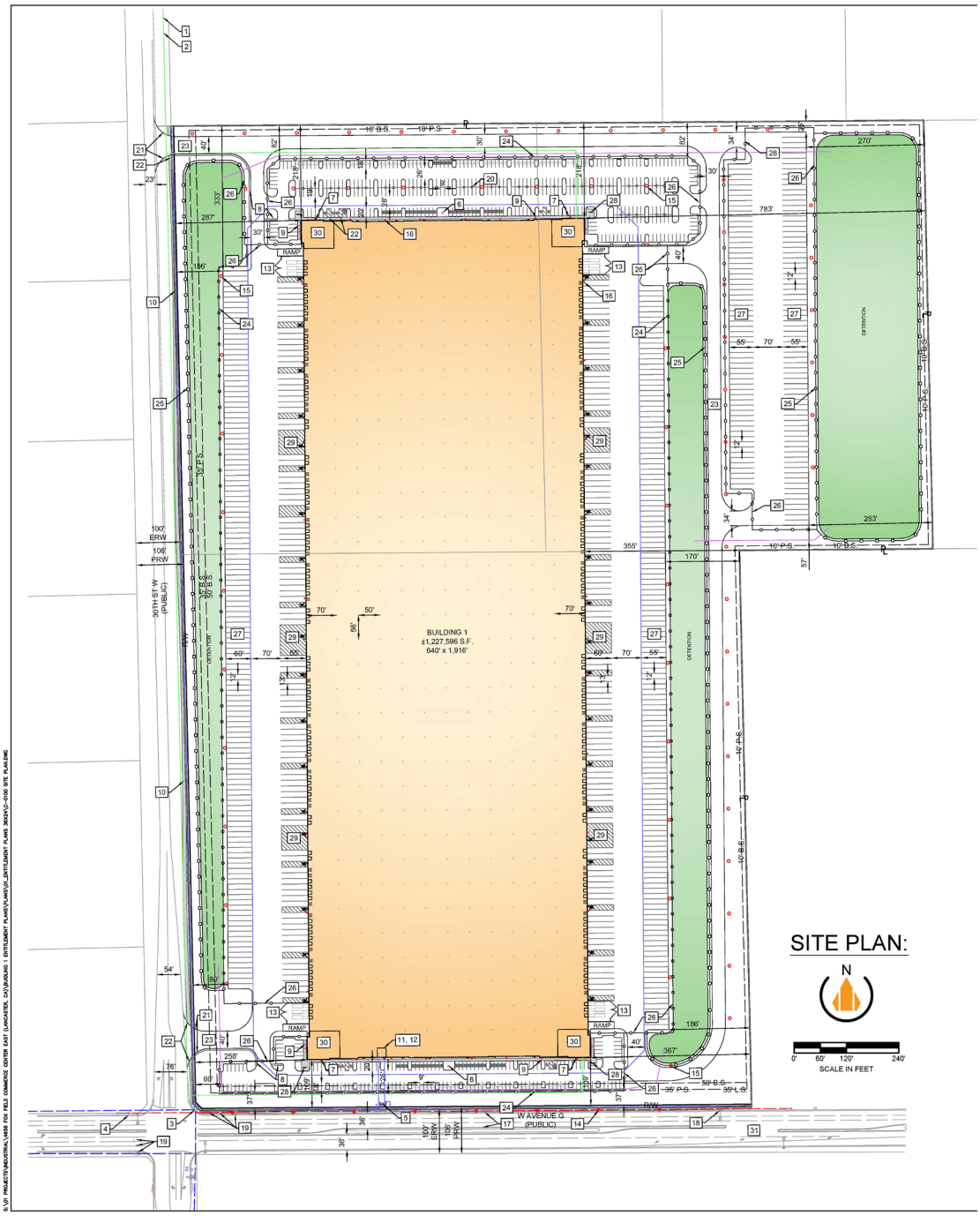

Figure 2, Conceptual Site Plan

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 on September 26, 2023, 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 a written description of the proposed project. Table 2 identifies the tribes, the person to whom the letter was directed, and the date the letter was received.

Table 2
Tribal Notification

Tribe	Person/Title	Date Received
Fernandeno Tataviam Band of Mission Indians	Sarah Brunzell, Manager	September 28, 2023
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairman	September 28, 2023
Yuhaaviatam of San Manuel Nation	Ryan Nordness, Cultural Resource Analyst	September 28, 2023

Both the Fernandeno Tataviam Band of Mission Indians (FTBMI) and the Yuhaaviatam of San Manuel Nation (YSMN) responded and requested that additional information be provided, specifically a copy of the cultural resources report and the geotechnical report. The requested information was emailed to the YSMN on November 6, 2023. No response has been received subsequent to the City providing the requested information. On November 5, 2023, and November 9, 2023, the applicant filled out the requested information forms for the FTBMI. On November 13, 2023, the FTBMI identified mitigation measures for the proposed project due to

the project site being located within a mile of known tribal activity. These mitigation measures have been included in the cultural resources section. No specific tribal cultural resources were identified on the project site.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: On the basis of this initial evaluation:

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

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

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

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

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

Jocelyn Swain
Jocelyn Swain, Senior Planner

December 26, 2023
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

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

a. The City of Lancaster General Plan identifies five scenic areas in the City and immediately surrounding area (LMEA Figure 12.0-1). Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways. However, views of the open desert and the mountains surrounding the Antelope Valley are available from the project site and nearby roadways (Avenue G, 30th Street West, and 14 Freeway). The proposed project consists of the construction and operation of an approximately 1,227,596 square foot industrial/cold storage warehouse with 40,000 square feet of the building to be utilized for offices. This facility is similar in appearance to the other distribution facilities located with the Fox Field Specific Plan area including Michaels, Rite-Aid and Sygma and the conceptual elevations for industrial distribution facilities recently approved along the Avenue G corridor. 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 near the freeway, the construction of the project would not impact the views available to the traveling motorists. Therefore, impacts would be less than significant.

c. The proposed project is consistent with the zoning code and the Fox Field Specific Plan as it pertains to this use and zone. 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 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 distribution facility 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
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a. The California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (FMMP) tracks and 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. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

An air quality study was prepared for the proposed project by Michael Baker International and documented in a report entitled "SPR 23-012 – Air Quality Assessment" and dated November 28, 2023. The following discussion is based, in part, on this report.

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

   Further, the proposed project would result in less than significant impacts regarding localized and regional air pollutant concentrations during project construction and operations. As such, the project would not delay the timely attainment of air quality standards or AVAQMD emission reductions goals. Therefore, impacts would be less than significant.

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

Construction

The project would be constructed in a single phase/duration. Construction activities would primarily include grading (including excavation for the detention basins), building construction, paving, and architectural coating. The project would include the export of approximately 1,000 cubic yards of soil during the grading phase. Table 3 summarizes the proposed project's anticipated construction emissions and Table 4 summarizes the anticipated operational emissions. This data is provided in both pounds/day and tons/year. As can be seen in these tables all emissions would be less than the established thresholds.

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

The application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. As required, all architectural coatings for utilized on the building would comply with AVAQMD Rule 1113, which specifies the content of ROG in paint. As shown in Table 3, the maximum daily ROG emissions would not exceed the air district's established thresholds and impacts would be less than significant.

Operations

Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic (i.e., motor vehicle use by employees, deliveries travelling to and from the site), and emissions from stationary, area, and energy sources. Emissions associated with each of these sources were calculated and are summarized in Table 4 in both pounds/day and tons/year.

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. The mobile source emissions were based on the total number of daily trips anticipated to be generated by the proposed project. According to the local transportation assessment prepared for the proposed project, the proposed project is anticipated to generate 2,603 daily trips. In addition, since the proposed project is a warehouse use, it is expected to attract heavy-duty vehicle traffic, mainly in the form of large multi-axle trucks. The CalEEMod default fleet mix currently accounts for the heavy-duty traffic that would be generated by the project.

Table 3
Construction Emissions

Construction Year	Pollutant (pounds/day)[1,2]						Pollutant (tons/year)[1,2]					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Unmitigated Construction Emissions												
Year 1 (2024)	4.49	34.6	70.2	0.07	9.04	2.84	0.31	1.93	3.81	0.01	0.61	0.20
Year 2 (2025)	118	29.2	89.4	0.09	10.9	3.25	4.22	2.95	7.72	0.01	1.22	0.35
Year 3 (2026	3.57	19.0	47.7	0.07	8.93	2.45	0.08	0.41	1.09	<0.01	0.19	0.05
Maximum Emissions	118	34.6	89.4	0.09	10.9	3.25	4.22	2.95	7.72	0.01	1.22	0.35
AVAQMD Threshold[3]	137	137	548	137	82	65	25	25	100	25	15	12
Exceeded?	No	No	No	No	No	No	No	No	No	No	No	No

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

Area source emissions would be generated from consumer products, architectural coatings, and landscaping. The primary use of electricity by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, landscaping equipment, and electronics. The proposed cold storage facility is assumed to be comprised entirely of frozen storage, at -10 degrees Fahrenheit and the refrigeration of the warehouse would be fully powered by electricity. No natural gas would be used for this purpose. As such, electricity consumption to maintain a primarily frozen storage warehouse has been accounted for in the CalEEMod modeling. Specifically, additional electricity consumption to maintain a freezer has been computed to accommodate a 40 degrees temperature reduction from temperature of a refrigerator (CalEEMod's default for refrigerated warehouse), which is approximately 38 degrees Fahrenheit, assuming a 25 percent increase in electricity usage per 10 degrees of temperature decrease. Criteria air pollutant emissions from electricity use were not quantified since criteria pollutants emissions occur at the site of the power plant, which is off-site. As the project is not proposing to use natural gas, the project would not generate criteria pollutant emissions from energy source and would not exceed established thresholds.

The project proposes one diesel emergency generator and one firewater pump. For purposes of analysis, it was assumed that the emergency generator and firewater pump would operate for 24 hours per year during emergencies. As shown in Table 4, both daily and annual operational emissions would not exceed the AVAQMD thresholds and impacts would be less than significant.

Table 4
Maximum Operational Emissions

Source	Pollutant (pounds/day)[1,3]						Pollutant (tons/year)[1]					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Maximum Operational Emissions												
Mobile	17.8	25.6	251	0.54	47.7	12.5	2.97	4.79	37.2	0.09	8.69	2.25
Area	37.0	0.45	53.4	<0.01	0.09	0.07	5.95	0.04	4.80	<0.01	0.01	0.01
Stationary Source[2]	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.26	0.15	<0.01	0.01	0.01
Total Emissions[4]	54.8	26.05	304	0.54	47.79	12.57	8.98	5.09	42.15	0.09	8.71	2.27
AVAQMD Threshold[5]	137	137	548	137	82	65	25	25	100	25	15	12
Exceeded?	No	No	No	No	No	No	No	No	No	No	No	No

1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. The maximum daily emissions (from either summer or winter conditions) are presented.
2. The project would include one emergency generator and one firewater pump. As a conservative analysis, it is assumed that the emergency generator and firewater pump would operate for 24 hours per year during emergencies.
3. Criteria air pollutant emissions from electricity use were not quantified since criteria pollutant emissions occur at the site of the power plant, which is off-site.
4. Totals may be off due to rounding.
5. Threshold source: Antelope Valley Air Quality Management District, California Environmental Quality Act (CEQA) and Federal Conformity Guidelines Table 6, Significant Emissions Thresholds, August 2016. In developing these thresholds, AVAQMD considered levels at which project emissions are cumulatively considerable. Consequently, exceedances of project-level thresholds would be cumulatively considerable.

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

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

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

- A gasoline dispensing facility within 300 feet.

The project proposes the construction of cold-storage distribution warehouse; as such, it shall be considered a distribution center. However, the nearest sensitive receptor to the project site is a single-family residential use located approximately 1,990 to the north of the project site. As the project is not located with 1,000 of any sensitive receptors, the project is not anticipated to expose sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1 and a Health Risk Assessment is not required.

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

The proposed warehousing project is anticipated to generate approximately 2,603 total daily trips. As such, the amount of toxic air contaminants (TAC) may be significant near the project site. However, as the amount to which the receptors are exposed is the primary factor used to determine health risk, the project is not anticipated to result in significant impacts in this regard as the project is located approximately 1,990 feet from the nearest sensitive receptor. As such, project operation is not anticipated to result in significant exposure to TAC and impacts in this regard would be less than significant.

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

Valley Fever is not contagious, and therefore, cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have 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 8 (see Geology and Soils) which requires the project operator to implement dust control measures in compliance with AVAQMD Rule 403, and implementation of Mitigation Measure 1, below, which would provide personal protective respiratory equipment to construction workers and provide

information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Mitigation Measures

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

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

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

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

face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.

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

d. Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. Construction of the proposed project is not anticipated to produce significant objectionable odors as any odors would be short-term in nature and cease upon project completion. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. These types of uses are not part of the proposed project as the proposed project is an industrial distribution/warehouse facility. Therefore, impacts would be less than significant.

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

a. A biological resources assessment of the project site was conducted by Michael Baker International and documented in a report entitled "Results of a Biological Resources Assessment for SPR 23-012 – City of Lancaster, County of Los Angeles, California" and dated October 6, 2023. The following summarizes the information contained in the biological resources report, with more detailed information provided in the technical study. As part of the biological resources assessment, both a literature review and field survey were conducted.

A literature review and records search was conducted to determine which special-status biological resources have the potential to occur on or within the vicinity of the project site. A

detailed list of the sources reviewed can be found in the biological resources report. A field survey of the project site was conducted on April 17, 2023, to document existing conditions and assess the potential for special-status biological resources to occur within the boundaries of the project site. All vegetation on the subject site was mapped and all plant and wildlife species observed/detected were recorded. All plant species are listed in Table 5 and all wildlife species are listed in Table 6.

The project site is characteristic of a disturbed shadscale scrub habitat and is dominated by shadscale with allscale saltbush and other native desert scrub species. Non-native herbaceous species including Spanish brome, coastal heron's bill, and tumble mustard dominated the understory. No trees, including Joshua trees, were present on the project site.

Table 5
Observed Plant Species

White-bur sage (*Ambrosia dumosa*)	Big saltbush (*Atriplex lentiformis*)	Narrow-leaf milkweed (*Asclepias fasicularis*)
Fat-hen (*Atriplex prostrata*)	Shadscale (*Atriplex confertifolia*)	Fiddleneck (*Amsinckia* sp.)
Allscale saltbush (*Atriplex polycarpa*)	Spanish brome (*Bromus madritensis*)	Alkali mariposa lily (*Calochortus striatus*)
Common spikeweed (*Centromadia pungens* ssp. *pungens*)	Mojave spineflower (*Chorizanthe spinosa*)	Mojave stinkweek (*Cleomella obtusifolia*)
Salt grass (*Distichlis spicata*)	Rabbitbrush (*Ericameria* sp.)	Bush seepweed (*Suaeda nigra*)
Booth's sun cup (*Eremothera boothii*)	Big squirreltail grass (*Elymus multisetus*)	Nevada ephedra (*Ephedra nevadensis*)
Buckwheat (*Eriogonum* sp.)	Wall barley (*Hordeum murinum*)	Alkali heath (*Frankenia salina*)
Golden goodmania (*Goodmania luteola*)	Coastal heron's bill (*Erodium cicutarium*)	Rosamond eriastrum (*Eriastrum rosamondense*)
Summer cypress (*Kochia scoparia*)	Common goldfields (*Lasthenia gracilis*)	Seaside heliotrope (*Heliotropium curassavicum*)
Snake's-head (*Malacothrix coulteri*)	Pineapple weed (*Mataricaria discoidea*)	Desert pepperweed (*Lepidium fremontii*)
Mojave red sage (*Neokochia californica*)	Northern pectocarya (*Pectocarya penicillata*)	Whitestem blazingstar (*Mentzelia albicaulis*)
Tumble mustard (*Sismbrium altissimum*)	Alkali sacaton (*Sporobolus airoides*)	Common mediterranean grass (*Schismus barbatus*)

Table 6
Observed Animal Species

Bell's sparrow (*Artemisiospiza belli belli*)	California quail (*Callipepla californica*)	American crow (*Corvus brachyrhynchos*)
Western side-blotched lizard (*Uta stansburiana elegans*)	California horned lark (*Eremophila alpestris actia*)	Song sparrow (*Melospiza melodia*)
Mourning dove (*Zenaida macroura*)	Black-tailed jackrabbit (*Lepus californicus*)	Desert cottontail (*Sylvilagus audubonii*)
Great basin whiptail (*Aspidoscelis tigris tigris*)	Long-nosed leopard lizard (*Gambelia wislizenii*)	Western fence lizard (*Scleroporus occidentalis*)
Common raven (*Corvus corax*)		

A total of 16 special-status plant species were identified during the database reviews and two were determined to have a high probability of occurring on the project site: alkali mariposa lily and Rosamond eriastrum. As a result of this high probability, focused rare plant surveys were conducted during the peak blooming period for plants in the Antelope Valley. These surveys were conducted in accordance with accepted survey protocols and guidelines across the entire site. The surveys were conducted on May 22, 2023, and July 11, 2023 and a total of four special-status plant species were identified on the project site: alkali mariposa lily, Mojave spineflower, Rosamond eriastrum, golden goodmania. The results of the survey are provided in Table 7. A mitigation measure has been included to reduce impacts to alkali mariposa lily and Rosamond eriastrum to less than significant levels. With incorporation of this mitigation measure, impacts would be less than significant.

Table 7
Special-Status Plant Survey Results

Scientific Name	Common Name	Federal/State/CRPR	Count	Acreage*
Calochortus striatus	Alkali mariposa lily	None/None/1B.2	1,880	0.72
Chorizanthe spinosa	Mojave spineflower	None/None/4.2	6,146,024	72.32/25.31**
Eriastrum rosamondense	Rosamond eriastrum	None/None/1B.1	1,145	N/A
Goodmania luteola	Golden goodmania	None/None/4.2	181	N/A
* Areas containing small numbers of rare plant individuals were mapped using points rather than polygons and therefore are accounted for in the count section of the table. ** A total of 72.32 acres were mapped containing approximately 35% coverage by Mojave spineflower, resulting in 25.31 acres of occupied Mojave spineflower habitat.				

A total of 22 special-status wildlife species have been recorded in the USGS *Lancaster West, Del Sur, Little Buttes,* and *Rosamond California* 7.5-minute quadrangles. California horned lark and Bell's sparrow were the only special-status wildlife species observed during the field survey that could potentially nest within the project site. Swainson's hawk has low potential to occur across the site as a foraging or migrating transient and number of non-listed special-status raptor and

songbird species also have low or moderate potential to occur within the project site as foraging or migrating transients but are not expected to nest within the project site. This includes ferruginous hawk, mountain plover, northern harrier, merlin, and loggerhead shrike. Mitigation measures have been included to ensure that impacts to these species remain less than significant.

Swainson's hawk has historically nested around grasslands, shrublands, and open woodlands, particularly in California and in other agriculture-heavy regions where native habitat has been converted to farmland. The nearest record of an active nest occurs approximately 2.5 miles east of the project site and was last active in 2016. The most recent record of an active nest, from 2020, occurs approximately 6 miles north-northwest of the project site. This species has low potential to occur across the project site as a foraging or migrating transient but is not expected to nest in the project site. No impacts to Swainson's hawk are anticipated to occur.

While no individuals were detected, suitable burrows and sign of burrowing owl were detected during the field survey. This species is known from the Antelope Valley region and it was determined that the species has potential to nest and forage within the project site. The closest extant occurrence was recorded in 2013, approximately 2.36 miles south of the project site, where three owls were observed near a burrow, two adults and one juvenile. Due to the known occurrences of this species in the Antelope Valley region, observations of potentially suitable burrows and sign of the species on-site focused burrowing owl surveys in accordance with the *Staff Report on Burrowing Owl Mitigation.* Focused surveys were conducted on April 17, May 23, June 14, and July 5, 2023. While potentially suitable burrows and sign of the species were observed, no burrowing owl were detected on-site during focused surveys. A mitigation measure has been identified to ensure that any potential impacts to burrowing owls remain less than significant.

Neither Mohave ground squirrel nor desert tortoise are expected to be present on the project site due to the marginal habitat for these species and the distance from some previously recorded occurrences. Additional information can be found in the biological resources report and no impacts would occur.

Mitigation Measures

2. If project-related activities are to be initiated during the nesting season (January 1 to August 31), a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. If no active bird nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures shall be required. If an active bird nest is found, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The size of the "no-disturbance" buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer shall be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following

an additional survey by the qualified biologist to search for any new bird nests in the restricted area.

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

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

4. Prior to the issuance of any construction related permits, the biologist shall calculate the total acreage of habitat containing alkali mariposa lily and Rosamond eriastrum based on the focused springtime plant survey prepared by Michael Baker. The applicant shall pay $2,405/acre for these areas and the funds shall be placed into a designated account and utilized for the acquisition of conservation habitat within the Antelope Valley.

b. There are three agencies that regulate activities within inland streams, wetlands, and riparian areas in California: U.S. Army Corps of Engineers (Corps), California Department of Fish and Wildlife, and the Regional Water Quality Control Board. No aquatic features are identified within the project site by the USFWS's National Wetlands Inventory Mapper (USFWS 2023c) and no such features are evident in aerial photography or on the USGS topographic map. Further, no aquatic features that potentially fall under State and/or federal regulatory jurisdiction were identified during the field survey. No areas dominated by hydrophytic plants or areas exhibiting strong evidence of hydrology typical of jurisdictional areas were observed. Therefore, no impacts would occur.

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

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

   Although the project area is undisturbed, with open areas surrounding the site, wildlife movement into or out of the project site is likely reduced by the presence of surrounding roadways (i.e., Avenue G, 30th Street West, Antelope Valley Freeway) and existing airfield and

industrial developments. The associated vehicle roadway/traffic, noise/disturbances, lighting, and presence of humans further decrease the suitability of the project site to serve as a significant wildlife movement corridor or linkage. Additionally, the project site is not located within any designated wildlife corridor. Therefore, impacts would be less than significant.

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

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

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

a-c. A cultural resources survey was conducted for the project site by Michael Baker International and documented in a report entitled "Cultural and Paleontological Resources Assessment, SPR 23-012 Project, Lancaster, Los Angeles County, California" and dated October 2023. As part of the report a records search was conducted at the South-Central Coastal Information Center (SCCIC), literature, maps and aerial photographs were reviewed and a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC)

On August 31, 2023, the records search was conducted at the SCCIC. A total of eight studies have been conducted within a half mile radius of the project site with one of the studies encompassing the project site. A total of seven cultural resources have been previously identified within a half mile including three prehistoric isolated artifacts and four historic sites (one dirt road and three refuse scatters). None of these resources were identified on the project site.

On September 8, 2023, the project site was surveyed by walking east-west oriented pedestrian transects spaces approximately 15 meters apart. These transects started at the intersection of 30th Street West and Avenue G and ended along the norther property boundary.

During the archaeological pedestrian survey, eight historic trash scatters were identified along an alignment from the southwestern corner of the project area to the northwestern edge along an alignment referred to historically as Five Points Road. The artifacts within the trash scatters predominantly consisted of tin cans, glass bottles, ceramic shards, and automotive parts from the early to mid-twentieth century. However, no evidence of the previous two-track dirt road, including ruts or linear clearings, was observed on the ground. However, given the spatial relation to the previous road alignment, and that a segment of Five Points Road was previously recorded, the trash scatters and the portion of the historic road intersecting the current project area were recorded as an extension of CA-LAN-1819H. These resources are briefly described below with detailed information contained in the technical report. No additional historic or prehistoric archaeological resources were encountered during the survey.

Trash Scatter 1: This trash scatter measures 60 meters east/west by 20 meters north/south and consists of about 108 historic artifacts, including cans, glass bottle fragments, ceramic dinnerware shards, and fragments of wooden furniture. Specifically, the site contains 24 whole sanitary cans, 53 crushed or fragmented ones, and six other tin cans; one complete Ball jar along with 11 glass bottle bases and approximately 20 other glass bottle fragments; one cobalt bottle base is that of a Phillips milk of magnesia bottle; 25 pieces of ceramic dinnerware; and various other historic debris.

Trash Scatter 2: This trash scatter measures 20 meters by five meters and consists of five glass bottle bases, 48 ceramic shards, and one sanitary tin can.

Trash Scatter 3: This trash scatter measures 55 meters east/west by 25 meters north/south and consists of six whole sanitary cans, 14 crushed cans, two paint cans, one large square tin can, nine glass bottle bases, multiple aqua and green glass shards, and several automotive parts including nuts, bolts, washers, gaskets, hoses, springs, and two tires.

Trash Scatter 4: This trash scatter measures 12 meters east/west by 10 meters north/south and contains 54 artifacts consisting of 30 glass bottle fragments, 11 metal jar lids, 10 ceramics, and three metal cans.

Trash Scatter 5: This trash scatter measures 10 meters east/west by 10 meters north/south and consists of several tin cans and glass shards of clear, green, brown, and cobalt colors. There are also several ceramic shards and six tin cans.

Trash Scatter 6: This trash scatter measures 20 meters east/west by 40 meters north/south and consists of glass bottle fragments, tin cans, and ceramic shards. There are also two clear glass serving containers with ornate side embossing, one solder dot can that had been church-key opened, and one pull-tab beer can.

Trash Scatter 7: This trash scatter measures 12 meters east/west by 14 meters north/south and consists of 16 aqua-colored glass shards and one aqua base, two amethyst shards, three brown shards, and 15 clear shards. Eight ceramic shards were also counted, as well as three crushed sanitary cans.

Trash Scatter 8: This trash scatter is a small, very sparse scatter of five bimetal pull-tab Budweiser beer cans and one crushed can of transmission flush.

This site (historic road and trash scatters) were evaluated for listing under the California Registered and determined not to be eligible under any of the four criteria. As such, impacts would be less than significant. No other cultural resources, historic or prehistoric, were identified on the project site. No human remains, including those interred outside of formal cemeteries, were identified on the project site. Therefore, no impacts would occur.

While no specific tribal resources have been identified on the project site, two tribes initially responded to the AB 52 letters. The YSMN responded requesting additional information. This information was provided to the tribe on November 6, 2023, and no response has been received to date expressing any concern. The FTBMI also responded and as a result of the AB 52 process, has requested specific mitigation to be included as the project site is within a mile of known

activity. The specific mitigation measures have been included below. With incorporation of the identified mitigation measures, impacts would be less than significant.

Mitigation Measures

5. If 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 the Interior standards retained by the project applicant shall assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period. Should the find be deemed significant, as defined by CEQA (as amended, 2015), the project applicant shall retain a professional Tribal Monitor procured by the FTBMI to observe all remaining ground-disturbing activities including, but not limited to, clearing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity, and archaeological work.

6. The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resources encountered during all ground disturbing activities.

7. 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 Section 7050.5 and that code shall be enforced for the duration of the project.

    a. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be dedicated by the Most Likely Descendant (MLD), as determined by the Native American Heritage Commission (NAHC) should those findings be determined as Native American in origin.

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

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

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

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

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

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

Additionally, an energy assessment was prepared for the proposed project by Michael Baker International and documented in a report entitled "SPR 23-012 – Energy Assessment" and dated November 20, 2023. This technical report provides additional information on regulatory requirements with respect to reductions in energy consumption and provides an estimate of the energy requirements for the building. The proposed distribution facility is anticipated to require approximately 50,085 megawatt hours (MWh) of electricity per year. This electricity demand would be satisfied through a variety of sources including the installation of solar and battery storage to the extent practicable. Therefore, impacts would be less than significant.

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

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

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

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

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

Uniform Building Code (UBC) adopted by the City of Lancaster, which would render any potential impacts to a less than significant level. The site is generally level and is not subject to landslides (SSHZ).

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

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

Mitigation Measures

8. 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 fissures to the project site are located in the general vicinity of the project site around 50th Street West and Avenue G. However, the project site is not known to be within an area 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 wastewater disposal are part of the proposed project. Therefore, no impacts would occur.

f. The Natural History Museum of Los Angeles County conducted a records search for locality and specimen data for paleontological resources and provided a letter to Michael Baker with the results on August 27, 2023. The records search showed no previously identified fossil localities within the project site; however fossil localities from similar sedimentary deposits have occurred nearby. This information is documented in the Cultural and Paleontological Resources Assessment prepared for the proposed project.

The paleontological records search and fossil locality searches of online databases did not identify any paleontological resources within the project site. However, two localities have been found at shallow depths and within four miles of the project site from rock formations similar to those underlying the project, including one locality with several mammal, reptile, and fish fossils. Per mitigation impact guidelines set forth by the Society of Vertebrate Paleontology (SVP 2010), due to the fossil sensitivity of the rock formations present within the project site (younger playa deposits of Holocene to late Pleistocene age), the project has a high potential to disturb paleontological resources within undisturbed bedrock. Mitigation measures have been identified below to ensure that impacts to paleontological resources are less than significant.

Mitigation Measures

9. The contractor shall retain a Society of Vertebrate Paleontology (SVP) qualified paleontologist to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities, prior to the beginning of ground-disturbing activities. The training session shall focus on how to identify paleontological localities such as fossils that may be encountered and the procedures to follow if identified.

10. Prior to grading or excavation in sedimentary rock material other than topsoil, the contractor shall retain an SVP-qualified paleontologist to monitor these activities.

    If any paleontological resources are encountered during construction or the course of any ground-disturbance activities, all such activities shall halt immediately. At this time, the applicant shall notify the City of Lancaster and consult with a qualified paleontologist to assess the significance of the find. The assessment will follow SVP standards as delineated in the *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* (2010). If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be infeasible by the City. If avoidance is infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. The recommendations of the qualified paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified and shall direct work to continue in the location of the fossil discovery. Any fossils recovered during mitigation shall be cleaned, identified, catalogued, and permanently curated with an accredited and permanent scientific institution with a research interest in the materials.

If no fossils have been recovered after 50 percent of excavation has been completed, full-time monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. The qualified paleontologist may recommend to the client to reduce paleontological monitoring based on observations of specific site conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils). The recommendation to reduce or discontinue paleontological monitoring in the project site shall be based on the professional opinion of the qualified paleontologist regarding the potential for fossils to be present after a reasonable extent of the geology and stratigraphy has been evaluated.

A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology as defined by the SVP.

11. If the fossils are determined to be significant, then the SVP-qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include the following measures at a minimum:

    - The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (which may include the Natural History Museum of Los Angeles County);

    - The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and

    - The paleontologist shall ensure that curation of fossils is completed in consultation with the City of Lancaster. A letter of acceptance from the curation institution shall be submitted to the City of Lancaster.

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

a. A greenhouse gas study was conducted by Michael Baker International for the proposed project and documented in a report entitled "SPR 23-012 – Greenhouse Gas Emissions Assessment" and dated November 20, 2023.

Direct project-related greenhouse gas (GHG) emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model (CalEEMod) version 2022.1 was utilized to calculate direct and indirect project related GHG emissions and are summarized in Table 8. As shown in Table 8, the combined direct and indirect GHG emissions would total 22,835 $MTCO_2e$ per year (25,073 tons CO_2e per year). This is less than the AVAQMD threshold of 100,000 tons per year and impacts would be less than significant.

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

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

Table 8
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_20	Refrigerants	CO_2e
	Metric Tons/Year[1]				
Direct Emissions					
Construction (amortized over 30 years)[2]	103.0	<0.01	<0.01	0.13	105.37
Mobile Source	8,749.00	0.31	0.38	15.50	8,615.00
Area Source	17.90	<0.01	<0.01	0.00	18.00
Refrigerants	0.00	0.00	0.00	5,414.0	5,414.0
Stationary Source	28.20	<0.01	<0.01	0.00	28.30
Total Direct Emissions[2]	8,628.10	0.31	0.39	5,429.63	14,180.67
Indirect Emissions					
Energy[3]	7,865.00	0.75	0.09	0.00	7,911.00
Water	355.00	9.26	0.22	0.00	653.00
Solid Waste	25.70	2.57	0.00	0.00	90.00
Total Indirect Emissions[2]	8,245.70	12.58	0.31	0.00	8,654.00
Total Project Emissions (metric tons/year)	**22,835 MTCO_2e/year**				
Total Project Emissions (tons/year)[3]	**25,073 tons CO_2e/year**				
AVAQMD GHG Threshold	100,000 tons CO_2e/year				

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.
3. Total project related GHG emissions was converted from metric tons of CO2e per year to tons of CO2e per year to compare to AVAQMD's GHG threshold. Source: U.S. Environmental Protection Agency, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed May 23, 2023.

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

Actions and Strategies	Project Consistency Analysis
Smart Growth/Vehicle Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The project would provide bicycle parking spaces and EV parking spaces, which would promote alternative modes of transportation to reduce VMT. Additionally, the project would pay the City's VMT Impact Fee.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030.	**Consistent**. The proposed project would not consume natural gas. As such, the project would be consistent with this action.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The proposed project would have separate compactors for recycling, trash, and organics.

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

Energy

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

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

Water

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

Waste

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

Community

- Measure 4.7.3a: Xeriscaping – All landscaping within the development would be native and/or drought 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 $61,600.

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

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

a. The proposed project consists of the construction and operation of a 1,227,596 square foot cold storage industrial warehouse/distribution facility with 40,000 square feet for office uses. In addition to the building, the project site would be improved with parking areas, drainage basins, and landscaping. The building would be of concrete tilt-up construction with insulated metal panels and typical construction materials would be utilized during the development of the proposed project. The Antelope Valley Freeway is designated as a hazardous materials transportation corridor (LMEA p. 9.1-4 and Figure 9.1-4). However, the project site is

approximately 0.5 miles west of the freeway and is not likely to be impacted by accidents on the freeway. All project operations would be in accordance with applicable regulations. Development of the project site would not involve the demolition of any structures and therefore, would not expose individuals or the environment to asbestos containing materials or lead-based paint. Therefore, impacts would be less than significant.

c. The project site is not located within a quarter mile of an existing or proposed school. The closest school to the project site is Desert View Elementary School located at 1555 West Avenue H-l0. This is approximately 1.5 to 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 Roux Associates, Inc., and documented in a report entitled "Phase I Environmental Site Assessment, West Avenue G and 30th Street West, Unincorporated Area in Lancaster, California" and dated July 6, 2023.

A survey of the project site and immediately adjoining properties was conducted on June 14, 2023. The project site and surrounding properties consist of undeveloped vacant land. During the survey no leaking or staining, above ground/underground storage tanks, spills, wells, sewage disposal, drains, sumps, pits, ponds, or lagoons were observed on the project site. No indication of on-site solid waste disposal practices were observed. A pad-mounted electrical transformer was noted in the southwest corner of the project site. However, no stains, leaks, or other evidence of a release were noted around this feature. Therefore, no recognized environmental concerns were observed on the project site.

In addition to the site survey, a regulatory database search was conducted for the project and the immediately surrounding properties within the specified search distances by EDR. The subject site and the adjoining/nearby properties were identified on any regulatory database. The report also included 35 unmapped "orphan sites". Based on the location information provided and database types, these listings are not expected to represent an environmental concern to the project site. Therefore, no impacts would occur.

e. The project site is located within the boundaries of the General William J Fox Airfield Land Use Compatibility Plan. Within the plan, the project site is located in Zone D, Primary Traffic Patterns, with the very southeastern portion of the site in Zone E, Other Airport Environs. These areas prohibit hazards to flight (e.g., tall objects, visual/electronic forms of interference, increase in birds, etc.) and requires a deed notice. However, industrial uses are not prohibited and the project would not require an airspace review as the building is not over 100 feet. The project would also not exceed the maximum number of people per acre as it is a distribution facility that is anticipated to employ approximately 467 individuals.

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

f. Access to the project site would be taken from 30th Street West and Avenue G. Avenue G and 30th Street West are already improved roadways and the proposed project would add any improvements necessary to meet current standards. Neither 30th Street West nor Avenue G 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 2,603 daily trips with a mix of employee/visitor vehicles and large trucks. This amount of traffic is not anticipated to cause any operational or safety issues at any of the area intersections and the freeway can handle the increase in the traffic volumes. However, the proposed project would be conditioned to install any necessary improvements to ensure the smooth, efficient and safe operation of the surrounding roadways. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan.

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

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

a. The project site is not located in the immediate vicinity of an open body of water or in an aquifer recharge area. The small lake at Apollo Park is located approximately one mile to the northwest and the Amargosa Creek (desert wash) is located approximately 0.75 miles to the east on the eastern side of the Antelope Valley Freeway. The proposed project would be required to comply with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES)

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

The proposed project consists of the construction of a 1,227,596 square foot cold storage industrial warehouse/distribution facility which includes 40,000 square feet of office space. The proposed project would contain three drainage basins, and landscaping would be provided around the perimeter of the site and throughout the parking areas. Additionally, the proposed project would comply with 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 upon annexation. For more information regarding water, please see Section XIX.b. 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 with the paving of the parking areas and the construction of the buildings. The proposed project would be designed, on the basis of a hydrology study, to accept current flows entering the property and to handle the additional incremental runoff from the developed sites. Therefore, impacts from drainage and runoff would be less than significant.

The project site is designated as Flood Zone X per the Flood Insurance Rate Map (FIRM) (06037C0410F). Flood Zone X is located outside of both the 100-year flood zone and the 500-year flood zone. Therefore, impacts would be less than significant.

d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat and does not contain any enclosed bodies of water and is not located in close proximity to any large bodies of water. Apollo Park contains a small lake which is located approximately one mile to the northwest and the Amargosa Creek (desert wash) is located approximately 0.75 miles to the east on the eastern side of the Antelope Valley Freeway. In the event of an earthquake, it is not anticipated that the lake or desert wash would create a seiche that would impact the project site. Additionally, the project site would not be subject to mudflows. Therefore, no impacts would occur.

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

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

a. The proposed project consists of the construction and operation of a 1,227,596 square foot industrial/cold storage warehouse/distribution facility on approximately 80 acres at the northeast corner of 30th Street West and Avenue G. The project site is located within the Fox Field Specific Plan area which is designated for a mix of industrial type uses. The western and southern property boundaries are formed by 30th Street West and Avenue G, respectively. All of the property surrounding the project site is undeveloped. The proposed project would not block a public street, trail, or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.

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

Table 10
General Plan Consistency Analysis

Goals, Objectives and Policies	Consistency Analysis
Policy 3.1.1: Ensure that development does not adversely affect the groundwater supply.	No groundwater pumping will occur as part of the proposed project. All water supplied to the development will be provided by Los Angeles County Waterworks District #40 upon annexation in accordance with existing regulations and agreements. A water supply assessment was prepared in accordance with SB 610 which indicated that sufficient water was available to supply the project in normal,

	single-dry years, and multiple-dry years.
Policy 3.2.1: Promote the use of water conservation measures in the landscape plans of new developments.	The landscaping proposed as part of the project would be aesthetically pleasing and native/drought tolerant in accordance with the City of Lancaster's Municipal Code, Section 8.50 and the requirements of the Fox Field Specific Plan.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The proposed facility will be designed and constructed in compliance with the Uniform Building Code and the California Green Building Code which include water conservation requirements.
Policy 3.3.1: Minimize the amount of vehicular mile traveled.	The proposed development will provide another source of jobs for the local economy. This will allow residents to work in the Antelope Valley instead of commuting to the Los Angeles basin for work. This would reduce the amount of VMT generated for work-based trips. Additionally, the project would pay the City's VMT Mitigation Impact Fee to reduce their VMT impacts. This fee would be utilized to install alternative transportation improvements within the City.
Policy 3.3.2: Facilitate the development and use of public transportation and travel modes such as bicycle riding and walking.	The proposed project would install bicycle parking for employees and visitors. Additionally, site improvements along Avenue G and 30th Street West would assist in making the area more pedestrian friendly.
Policy 3.3.3: Minimize air pollutant emissions by new and existing development.	The proposed project could comply with all air district regulations regarding air emissions and dust control. Mitigation has been included to minimize dust during construction. All emissions associated with the construction and operation of the project would be less than significant.
Policy 3.4.2: Preserve significant desert wash areas to protect sensitive species that utilize these habitat areas.	As discussed in the biological resources section, there are no jurisdictional waters on the project site.
Policy 3.4.4: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.	Section IV of this initial study discusses the biological resources on the project site and identifies mitigation measures to ensure impacts to these resources are less than significant.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	The proposed project will comply with all dust control and erosion measures. These include best management practices as identified in NPDES and the air quality regulations pertaining to dust control.

Policy 3.5.2: Since certain soils in the Lancaster study area have exhibited shrink-swell behavior and a potential for fissuring, and subsidence may exist in other areas, minimize the potential for damage resulting from the occurrence of soils movements.	A geotechnical study is required to be prepared by a registered professional engineer and submitted to the City as part of the grading and building plans. All recommendations within the study are required to be followed.
Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.	The proposed project would be built in an area that has been designated for industrial type uses. It would provide additional job opportunities for local residents which would reduce the amount of energy consumed on transportation.
Policy 3.6.2: Encourage innovate building, site design, and orientation techniques which minimize energy use.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code. To the extent feasible solar and battery storage would be incorporated onto the building.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code. To the extent feasible solar and battery storage would be incorporated onto the building.
Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.	The proposed project would obtain its energy from Lancaster Choice Energy which provides energy from a variety of sources including wind and solar. Additionally, the proposed project would install solar panels and battery storage on the building to the extent feasible.
Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.	The proposed project would not block the views of any scenic resources available from the project site. Additionally, landscaping would be installed around the perimeter of the site to help screen the loading docks from public view.
Policy 4.3.1: Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved.	The proposed development meets the noise standards of the City's General Plan. Additionally, the closest sensitive noise receptor is the single-family residence located approximately 1,990 feet north of the project site.
Policy 4.4.2: Limit the uses surrounding airport facilities at Fox Field, Edwards Air Force Base, and Plant 42 to ensure their continued safe operation.	The proposed project is located within the boundaries of the Fox Field Airport Land Use Plan. The project complies requirements of the Land Use Plan and would not impact the operation of the Fox Field airfield.
Policy 4.5.1: Ensure that activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible	The proposed project would utilize common hazardous materials during its construction and operations including oils/lubricants, pesticides,

manner which protects the public health and safety.	cleaning agents, etc. All use would be in accordance with applicable rules and regulations. Additionally, no fueling operations would take place on the project site.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	The proposed project would be developed in accordance with all applicable fire code regulations. Additionally, fire hydrants would be installed both on/off site and the site is within the service boundaries of several fire stations.
Policy 9.1.2: Maintain ongoing, open communication with area school districts, and take a proactive role to ensure that communication is maintained.	All projects are routed to the appropriate school districts for review to ensure that they can adequately provide for any new students as a result of development.
Policy 14.1.1: Design the City's street system to serve both the existing population and future residents.	The proposed project would improve both 30th Street West and Avenue G to meet the requirements established by the City of Lancaster and the Fox Field Specific Plan.
Policy 14.1.4: Encourage the design of roads and traffic controls to optimize the safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.	Both 30th Street West and Avenue G would be fully improved to meet the amount of traffic utilizing these roadways. Additionally, the project would provide adequate parking on the project site.
Policy 14.2.2: Manage the City's roadway network so that it is aesthetically pleasing through the development and maintenance of streetscapes.	The proposed project would install enhanced landscaping along Avenue G in accordance with the requirements of the Specific Plan. Additionally, Avenue G would be improved to have a meandering sidewalk along the project frontage.
Policy 14.5.1: Provide adequate roadways and a support system to accommodate both automobile and truck traffic.	The project site is located at the northeast corner of Avenue G and 30th Street West. These roadways would be able to handle the traffic generated by the proposed project.
Policy 15.1.2: Cooperate with local water agencies to provide an adequate water supply system to meet the standards for domestic and emergency needs.	The proposed project would obtain its water from Los Angeles County Waterworks District 40 upon annexation in accordance with existing regulations and requirements.
Policy 15.3.1: Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.	The necessary utilities and services to support the proposed project are located within vicinity of the site or can be easily extended to serve the project site.
Goal 16: To promote economic self-sufficiency and a fiscally solvent and financially stable community.	The proposed project would generate approximately 467 new permanent jobs and revenues associated with the construction and operation of the facility.
Policy 16.3.1: Promote development patterns which will minimize the costs of infrastructure	The project site is located within an area that is designated for industrial uses and has the

development, public facilities development and municipal service cost delivery.	appropriate infrastructure to support those uses.
Policy 17.1.4: Provide for office and industrial based employment-generating lands which are highly accessible and compatible with other uses in the community.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses. Additionally, the close proximity to the Antelope Valley Freeway makes the project site easily accessible.
Policy 18.2.2: Encourage appropriate development to locate so that municipal services can be efficiently provided.	The project site is located within an area that is designated for industrial uses and has the appropriate infrastructure to support those uses or the infrastructure can be provided.

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

Table 11
Connect SoCal Consistency Analysis

Goals	Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	The proposed project is anticipated to generate 467 permanent jobs. This would help support the regional economic property and global competitiveness of the Antelope Valley and surrounding areas.
Goal 2: Improve mobility, accessibility, reliability and travel safety for people and goods.	The project site is approximately 0.5 miles west of the Antelope Valley Freeway along a major arterial. The close proximity to the freeway will facilitate the movement of goods.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	This goal is not applicable to the proposed project.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	The proposed project would provide a cold storage/distribution facility to increase the ability to move goods within a short period of time. However, the project would not make changes to the existing transportation network.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	The proposed project would provide a cold storage warehouse/distribution facility in close proximity to potential end users of the goods. It would also create 467 new jobs which would allow individuals to work local instead of community thereby reducing greenhouse gases

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

Additionally, the project site is located within the boundaries of the General William J Fox Airfield Land Use Compatibility Plan. Specifically, the project site is located within Zone D of the airport land use plan which is designated as Primary Traffic Patterns, with the very southeast corner of the site designated as Zone E, Other Airport Environs. The proposed project meets the development requirements of plan with respect to uses, densities, heights, and obstructions to flight. Therefore, impacts would be less than significant.

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

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

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

a. A noise study was prepared by Michael Baker International to assess the construction and operational noise levels associated with the proposed project. The results of the study were documented in a report entitled "SPR 23-012 - Noise Assessment" and dated November 22, 2023. As part of the analysis, short-term noise measurements were taken on September 28, 2023, at two locations around the project site. These measurements were taken during off-peak times (10:30 a.m. to 11:30 a.m.) to provide a more conservative baseline. The locations of the noise measurements and the results can be found in Table 12.

Table 12
Noise Measurements (dBA)

Site No.	Location	Leq	Lmin	Lmax	Start Time
1	Southeast corner of Apollo Community Regional Park – Southern Parking Lot	37.9	28.5	55.3	10:55 a.m.
2	Southwest corner of Avenue F and 27th Street West	61.9	31.7	85.5	11:16 a.m.

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would occur over

approximately 18 months and would include the following phases: grading, building construction, paving, and architectural coating. Ground-borne noise and other types of construction-related noise impacts would typically occur during the grading phases. Typical noise levels generated by specific types of construction equipment at varying distances from a sensitive receptor are shown in Table 13. These distances were selected to match the distance to the closest sensitive receptor (1,990 feet – single family residence) and Apollo Park (4,070 feet).

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

Type of Equipment	Acoustical Use Factor[1]	Lmax at		
		50 feet	1,990 feet	4,070
Backhoe	40	78	46	40
Concrete Mixer Truck	40	79	47	41
Concrete Saw	20	90	58	52
Crane	16	81	49	43
Dozer	40	82	50	44
Excavator	40	81	49	43
Forklift	20	75	43	37
Generator	50	81	49	43
Grader	40	85	53	47
Loader	40	79	47	41
Paver	50	77	45	39
Roller	20	80	48	42
Tractor	40	84	52	46
Water Truck	40	75	43	37
General Industrial Equipment	50	85	53	47

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

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

Noise levels depicted in Table 13 represent maximum sound levels (Lmax), which are the highest individual sound occurring at an individual time period. As such, construction noise would not exceed the 80 dBA Lmax noise level limit at nearby sensitive receiver locations Furthermore, the project would comply with the City's allowable construction hours specified in Municipal Code Section 8.24.040, *Loud, unnecessary and unusual noises prohibited - Construction and Building*, which permits construction activities between 7:00 a.m. to 8:00 p.m. Monday through Sunday. Compliance with the Municipal Code would minimize impacts from

construction noise, as construction would be limited to the permitted times. Therefore, a less than significant noise impact would occur with respect to construction noise. However, construction best management practices with respect to noise have been included as mitigation measures below to ensure that impacts remain less than significant.

Operations

The proposed project would result in some additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. The most prominent source of mobile traffic noise in the project vicinity is along Avenue F and the Antelope Valley Freeway. According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). The proposed project is anticipated to generate 2,603 total daily trips. The future traffic along Avenue F is anticipated to be 8,640 daily trips; as such the proposed project would represent 30 percent of the future trips. As the project would not result in a perceptible increase in traffic noise levels (less than 100 percent) and the increase in traffic noise near sensitive receptors would also be imperceptible; project related traffic noise impacts would be less than significant.

Mechanical equipment, slow-moving trucks, back-up alarms for trucks, and parking lot activities would generate noise during on-site operations, which could occur 24-hours per day. These operations would be typical of a distribution/warehousing facility. Between 20 and 40 rooftop HVAC units would be installed on the roof of the building and generate noise levels of 60 dBA at 20 feet from the source.

HVAC units would be installed on the roof of the proposed warehouse building. Specifically, approximately 20 to 40 rooftop HVAC units are proposed on the warehouse building. Typically, mechanical equipment, such as HVAC units, generate noise levels of 60 dBA at 20 feet from the source. Noise generated by stationary sources typically attenuates at a rate of 6 dBA per doubling of distance from the source. Additionally, all roof top equipment would be screened from public view. Based on an attenuation rate, the noise generated by the HVAC units would not be perceptible at the closest sensitive receptors. As such, impacts would be less than significant in this regard.

The predominant noise source during on-site operations would be from on-site truck movements and idling. Typically, slow movements from these trucks can generate a maximum noise level of approximately 79 dBA at 50 feet. The nearest sensitive receptor to the project site is the single-family residence, located approximately 1,990 feet to the north of the project site. At this distance, noise levels from slow-moving trucks would be approximately 47 dBA. As such, impacts from truck operations on-site would be less than significant.

415 trailer parking stalls are proposed for the warehouse along the eastern and western project boundaries with a total of 152 loading docks and 56 future loading docks would be provided along the eastern and west sides of the proposed warehouse. Medium- and heavy-duty trucks reversing into truck loading docks and parking stalls would produce noise from back-up alarms (also known as backup beepers). Back-up beepers produce a typical volume of 97 dBA at one meter (i.e., 3.28 feet) from the source. At the closest sensitive receptor, noise from the back-up beepers would be approximately 41 dBA. As such, impacts from back-up beepers would be less than significant.

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

- Car door slamming – 61 dBA Leq
- Car starting – 36 dBA Leq
- Car idling – 53 dBA Leq

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

Mitigation Measures

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

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

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

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

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

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

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

b. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver

building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

Construction of the proposed project would occur over approximately 18 months and would include grading, paving, building construction, and architectural coatings. The highest degree of groundborne vibration would be generated due to the operation of vibratory rollers during the paving phase. As previously mentioned, there are no sensitive receptor buildings located in the immediate vicinity of the project site and the nearest sensitive receptor is 1,990 feet to the north. Groundborne vibration decreases rapidly with distance. As a result, vibration velocities from the construction equipment would be barely precipitable at this distance. The maximum vibration level during construction would be approximately 0.0001 inch/second PPV to 0.0003 inch/second PPV at 1,990. As a result, construction groundborne vibration would not be capable of exceeding the 0.50 inch/second PPV significance threshold for vibration to the nearest structures and impacts would be less than significant.

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			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 anticipated that the project would generate 467 new permanent jobs. It is possible that individuals could relocate to the Antelope Valley to work at the proposed distribution facility. However, it is much more likely that individuals currently living in the Antelope Valley would be hired to work at the distribution facility. Additionally, the project site is located an area that was planned for industrial development and the jobs, and by extension the population, created by the proposed project are already accounted for in the City's General Plan and regional planning documents.

The proposed development would be accessed from 30th Street West and Avenue G and the roadways in the general vicinity are already improved and no new roadways would be constructed. Therefore, impacts would be less than significant.

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

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

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

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

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

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

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

a. The proposed project would not conflict with any programs, plans, ordinances and policies with respect to transportation systems including bicycle and pedestrian facilities. The project site is located at the northeast corner of two major roadways, Avenue G and 45th Street West, and in close proximity to the Antelope Valley Freeway (2.5 miles west). Additionally, the proposed project would be installing sidewalks along Avenue G and 45th Street West and the proposed development would be required to provide bicycle facilities in accordance with the California Green Building Code. Therefore, impacts would be less than significant.

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

The VMT analysis indicated that the proposed project needs to reduce its VMT by 3,588 in order to be 15% below the established thresholds adopted by the City of Lancaster (see Table 14). The report also indicated that physical improvements to mitigate these VMT are not readily available.

However, on January 24, 2023, the City of Lancaster City Council adopted the Vehicle Miles Traveled Impact Fee Mitigation Program and certified the accompanying Final Program Environmental Impact Report, Findings, and Statement of Overriding Considerations. The VMT mitigation program allows developers to pay $150 per VMT to mitigate their VMT impacts and

tier off of the Program EIR. With payment of the fee, the proposed project's VMT impacts would be less than significant.

Table 14
VMT Reduction Required

Home-Based Work VMT for Non-Residential	Project VMT Estimate	VMT Threshold (15% below baseline)	VMT Reduction Required
VMT/Employee	15.3	7.6	7.7
Project VMT	7,1350	3,542	3,588
City of Lancaster VMT Impact Fee Program			
Mitigation Fee per VMT			$150
Mitigation Fee			$538,200
Building Size (sf)			1,227,596
Fee per KSF			$438.40

Mitigation Measures

19. In accordance with the City of Lancaster's Vehicle Miles Traveled Impact Fee Mitigation Program that applicant shall pay $538,200 to reduce VMT impacts prior to the issuance of construction-related permits.

c. The proposed project would be accessed by two driveways on 30th Street West and one driveway one driveway on Avenue G. Both 30th Street West and Avenue G are improved in the vicinity of the project. The proposed project would include additional improvements to these roadways to meet the ultimate design of the roadways and to ensure the smooth and efficient operation of the surrounding roadways. These improvements would not increase hazards in the vicinity of the project nor create dangerous design situations or incompatible uses. Therefore, no impacts would occur.

d. The project site would be accessed from two driveways on 30th Street West and one driveway on Avenue G, which would provide adequate emergency access to the project site. Drive aisles within the project site would be designed to the standards required by the Los Angeles County Fire Department, ensuring adequate emergency access. Therefore, no impacts would occur.

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

a. Seven historic period trash scatters were identified in association with the potential alignment of a former road. These cultural resources were analyzed and determined to not be eligible for listing under the California Register. No other historic period or prehistoric resources were identified on the project site. The FTBMI responded to the AB 52 consultation process and requested the inclusion of mitigation measures to ensure the proper treatment of previously unknown cultural resources due to the proximity of the project site to known tribal activity. These measures have been included in the cultural resources section. While the YSMN requested additional information as a result of the initial letter, and that information was provided, no subsequent response was received. Therefore, no impacts to tribal cultural resources would occur.

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

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

b. The project site is partially located within the boundaries and partially outside of the boundaries of Los Angeles County Waterworks District No. 40 and would need to be annexed into the Water District.

The proposed project is a 1,227,596 industrial/cold storage warehouse on approximately 80 acres and as such triggers the need for a water supply assessment under Senate Bill (SB) 610. The water supply assessment compares the water demands of the project to the availability of water

for normal years, single-dry years, and multiple dry years and determines if there is sufficient water to supply the project. This study was prepared by Michael Baker International and documented in a report entitled "Water Supply Assessment, Fox Field Commerce Center – East (Fox Field – East; SPR 23-012)" and dated November 2023. The report has been reviewed by Water Works District #40 and is being scheduled for an approval hearing before the Los Angeles County Board of Supervisors. The following summarizes the results of the assessment.

Water demand for the project consists of warehouse and irrigation uses. The water demand was calculated based on demand factors for each land use. The project site includes three non-irrigated detention basins totaling 11.2 acres and 21.2 acres (923,472 square feet) of irrigated landscaping. Table 15 summarizes the estimated water use for irrigation based on the Maximum Applied Water Allowance. The total water demand for the proposed project is provided in Table 16 and includes water for the warehouse, office area, and irrigation.

Table 15
Estimated Water Use for Irrigation

Valve #	Description	Water Use	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAS (PF/IE)	Landscape Area	ETAF x Area (ft^2)	Estimated Total Water Use (gal/yr)
1	Building 1 Moderate	MOD	0.5	Bubbler	0.81	0.62	923,472	570,044	25,128,699
						Total	923,472	570,044	25,128,699

Table 16
Project Demand

Land Use	Use Area (ft^2)	Water Demand Factor (gpd/kft^2)	Water Demand (gpd)	Water Demand (AFY)
Warehouse	1,187,596	25	29,690	33
Office	40,000	64	2,560	3
Irrigation	923,472	74.6	68,846	77
Total	**2,151,068**	--	**101,096**	**113**

District 40 currently serves 57,466 service connections. Water use is categorized into sectors and includes single-family, multi-family, commercial, industrial, and institutional/governmental customers. Customers of District 40 continue to surpass the targeted level of water conservation set by District 40. However, factors such as fluctuation in the climate over the last five years, the global pandemic, and education of the population within the Antelope Valley Groundwater Basin have significantly impacted water demand within District 40. Other impacts include the new planned developments in urban areas of Palmdale and Lancaster. To ensure the projected supply will be sufficient to meet the projected demand, especially imported water, the projected demand also considered impacts when precipitation in the Northern Sierra Mountains differs greatly from

the historical 10-year average rainfall. District 40's water demand through 2025 is summarized in the water supply assessment.

Based on the information contained within the Water Supply Assessment, District 40 has sufficient supply to meet the current and projected supply during normal, single-dry, and multiple-dry years. In single-dry and multiple-dry years, the Antelope Valley-East Kern (AVEK) agency, the primary supply of District 40, can meet District 40's demand together with the project's demand by pumping groundwater from its banked supplies. It should be noted that though District 40's Urban Water Management Plan (UWMP) concludes there are supplies to meet demand, District 40's water supply is very near the limit of what the region is able to accommodate, and the District relies heavily on its water supply continency plan conservation actions to make up the difference in multi-year drought periods. The project will add stress to an already stressed supply. With new extreme drought scenarios, it is growing more uncertain whether the region will be able to meet the demands of this and other large development projects.

The project would be subject to an agreement with District 40, together with any and all applicable fees, charges, plans and specifications, conditions, and any and all other applicable District 40 requirements in place and as amended from time to time. 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 13.9 mgd. The proposed project would discharge to a local sewer line for conveyance to the Districts' Rosamond Outfall Replacement Trunk Sewer, located in 20th Street West at Avenue F-8. This trunk sewer has a capacity of 67.7 mgd and conveyed a peak flow of 19.3 mgd when last measured in 2021. The proposed project would generate 41,190 gallons of wastewater per day. The proposed project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.

d. Solid waste generated within the City limits is generally disposed of at the Lancaster Landfill located at 600 East Avenue F. This landfill is a Class III landfill which accepts agricultural, nonfriable asbestos, construction/demolition waste, contaminated soil, green materials, industrial, inert, mixed municipal, sludge, and waste tires. It does not accept hazardous materials. Assembly Bill (AB) 939 was adopted in 1989 and required a 25%o division of solid waste from landfills by 1995 and a 50% diversion by 2005. In 2011, AB 341 was passed which required the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the proposed project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

The proposed project would generate solid waste during construction and operation which would contribute to an overall impact on landfill services (GPEIR pgs. 5.13-25 to 5.13-28 and 5.13-31); although the project's contribution would be minimal. However, the existing landfill has capacity to handle the waste generated by the proposed project. Additionally, the proposed project would

be in compliance with all State and local regulations regarding solid waste disposal. Therefore, impacts would be less than significant.

e. See Item XIX.d.

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

a. See Item IX.f.

b-d. The project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the service boundaries of Fire Station No. 130, located at 44558 40th Street West, which would provide service in the event of a fire. Additionally, the proposed project would be constructed in accordance with all existing and applicable building and fire codes. Therefore, no impacts would occur as a result of wildfires.

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

a-c. The proposed project consists of the construction and operation of a 1,227,596 square foot industrial/cold storage with 40,000 square feet being utilized for office space in the SP 95-02 zone. Other projects have been approved and/or submitted within approximately one mile of the project site (Table 17). These projects are also required to be in accordance with the City's zoning code and General Plan.

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

The proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Mineral Resources, and Tribal Resources. The project would create impacts to other resource areas and mitigation measures have identified for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

Table 17
Related Projects List

Case No.	Location	APNs	Acres	Description	Status
SPR 21-15	SWC of Ave G & 14 Freeway	3114-011-031	68.14	1,240,630 sf industrial/ distribution facility	Approved
SPR 23-003	SEC of 47th St W & William Barnes Ave	3105-001-042	32	581,000 sf industrial/ distribution facility	Approved
SPR 23-004	NEC of 45th St W & Avenue G	3105-001-011, -012, -013, -014	38	647,000 sf industrial/ distribution facility	Approved
CUP 17-33	NEC of Ave G & 40th St W	3107-016-005	3	49,800 sf of cannabis cultivation and manufacturing	Approved
SPR 22-06	South side of Ave H between 25th St W & 27th St W	3114-012-020	5	20,750 sf bldg. for stone cutting/cement storage	Under Review
SPR 23-002	NEC of 35th St W & Ave H	3107-026-077, -079	20	395,000 sf industrial/ distribution	Under Review
TTM 63215	42nd St W & Ave H	3105-017-001, -017	20	85 lot residential subdivision in the R-7,000 zone	Under Review
SPR 17-03	SWC 50th St W & Ave H	3269-011-015, -007	30 of 160-acre site	Electric school bus manufacturing facility	Approved

List of Referenced Documents and Available Locations*:

AIR:	SPR 23-012 – Air Quality Assessment, Michael Baker International, November 28, 2023	CDD
BRR:	Results of a Biological Resources Assessment for SPR 23-012 - City of Lancaster, County of Los Angeles, California, Michael Baker International, October 6, 2023	CDD
CRS:	Cultural and Paleontological Resources Assessment, SPR 23-012 Project, Lancaster, Los Angeles County, California, Michael Baker International, October 2023	CDD
ENG:	SPR 23-012 – Energy Assessment, Michael Baker International November 20, 2023	CDD
ESA:	Phase I Environmental Site Assessment, West Avenue G and 30th Street West, Unincorporated Area in Lancaster, California, Roux Associates, Inc., July 6, 2023	CDD
FIRM:	Flood Insurance Rate Map	CDD
GHG:	SPR 23-012 – Greenhouse Gas Emissions Assessment, Michael Baker International, November 20, 2023	CDD
GPEIR:	Lancaster General Plan Environmental Impact Report	CDD
LACSD:	Los Angeles County Sanitation District Letter, September 15, 2023	CDD
LACW:	Los Angeles County Waterworks email, October 3, 2023	CDD
LGP:	Lancaster General Plan	CDD
LMC:	Lancaster Municipal Code	CDD
LMEA:	Lancaster Master Environmental Assessment	CDD
NOI:	SPR 23-012 – Noise Assessment, Michael Baker International, November 22, 2023	CDD
SSHZ:	State Seismic Hazard Zone Maps	CDD
USGS:	United States Geological Survey Maps	CDD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	CDD
VMT:	Lancaster Fox Field East Industrial Development Project VMT Analysis, Fehr & Peers, November 3, 2023	CDD
WSA:	Water Supply Assessment, Fox Field Commerce Center – East (Fox Field – East; SPR 23-012), Michael Baker International, November 2023	CDD

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