



COMMUNITY
DEVELOPMENT

City of Lancaster Initial Study

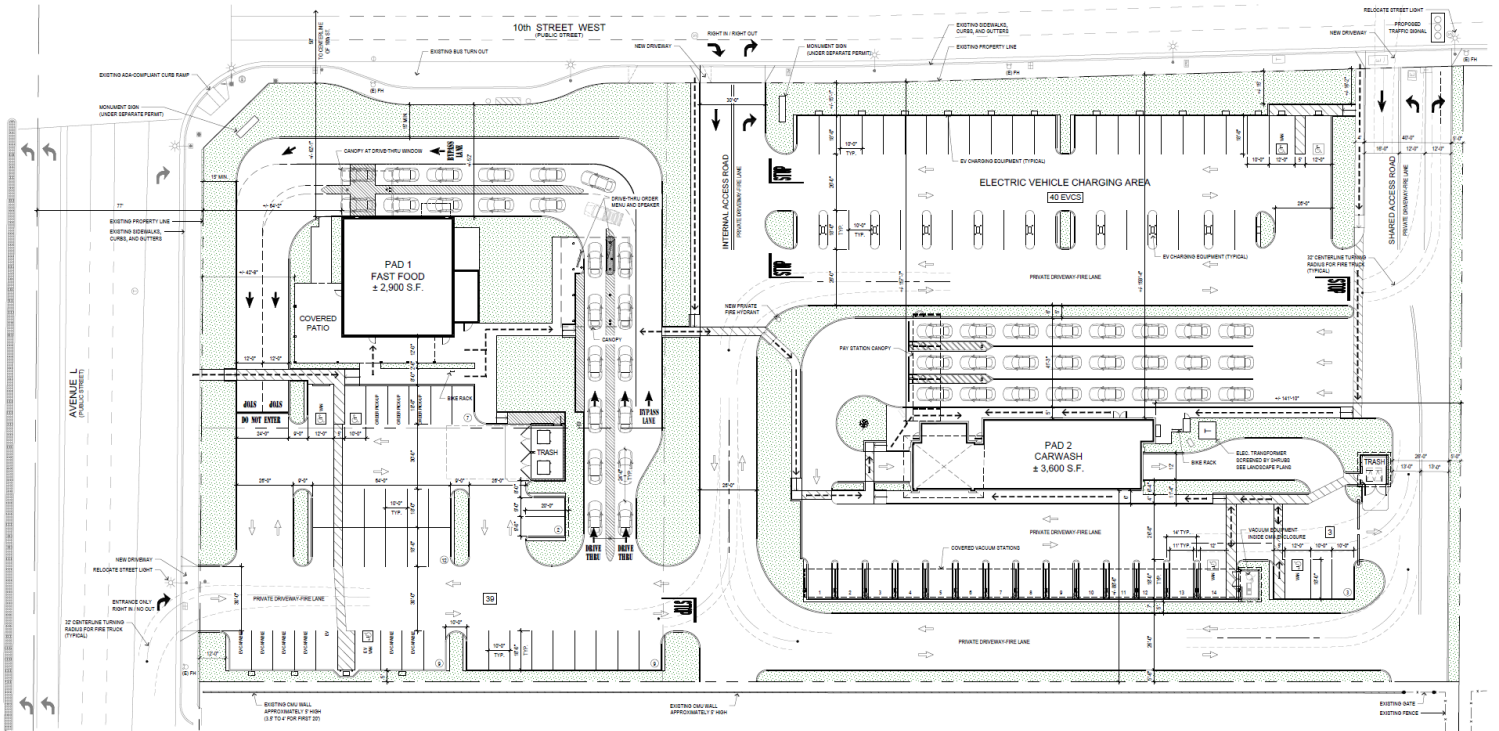
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1. **Project title and File Number:** Conditional Use Permit No. 23-020
 2. **Lead agency name and address:** City of Lancaster
Community Development Department
Planning and Permitting Division
44933 Fern Avenue
Lancaster, California 93534
 3. **Contact person and phone number:** Mitzi Alvarado, Planner
City of Lancaster
Community Development Department
(661) 723-6100
 4. **Location:** ±3.72 acres at the southwest corner of
Avenue L and 10th Street West
(APNs:3109-026-047, -048 and -049)
(see Figure 1)
 5. **Applicant name and address:** Rich Development; Kristine Simmons
600 North Tustin Avenue #150
Santa Ana, Ca 92705
 6. **General Plan designation:** Commercial (C)
 7. **Zoning:** Commercial Planned Development (CPD)
 8. **Description of project:**

The proposed project consists of the development of a 3.72-acre site into a commercial center which includes a 2,900 square-foot fast food drive-thru pad, a 3,600 square-foot car wash facility and an electrical vehicle (EV) charging facility (Figure 2). The EV charging facility would provide a total of 40 EV charging stations. The center would also include landscaped areas, trash enclosures for each use, and parking lot improvements.

Figure 1, Project Location Map



Figure 2, Conceptual Site Plan



SITE PLAN SUMMARY

ADDRESS: SOUTHWEST CORNER of AVENUE L and 10th STREET WEST
 PARCEL NO. 3109-028-047, -048, and -049
 ZONE: CPD (Commercial Planned Development)
 LAND AREA (Gross): 182,175 S.F. (± 3.72 AC)
 LOT COVERAGE: 6,500 SF / 182,175 SF = 4%
 LANDSCAPE COVERAGE: 34,082 SF Landscape / 182,175 SF = 19%
 BUILDING AREA:
 PAD 1 ± 2,900 SF
 PAD 2 ± 3,600 SF
 TOTAL PROPOSED BUILDING AREA ± 6,500 SF

PARKING:
 PAD 1 FAST FOOD (H=2,900 of ± 1,100 typically req'd): 29 Spaces
 PAD 2 CARWASH (H=470 of ± 1,100 Employee Area ± 1,200): 2 Spaces
 NUMBER OF SPACES TYPICALLY DETERMINED TO BE SUFFICIENT: 31 Spaces
 TOTAL: 42 Spaces

ACCESSIBLE PARKING (per CBC 11B-208.2):
 PAD 1 (40 Spaces): 2 Required, 2 Provided
 PAD 2 (2 Spaces): 1 Required, 1 Provided
 TOTAL: 3 Required, 3 Provided

ELECTRIC VEHICLE CHARGING (per CALGreen 5.106.5.3.1):
 PAD 1 (29 Spaces): EV Capable Spaces: 8 Required, 8 Provided
 EVCS Spaces: 2 Required, 2 Provided
 PAD 2 (2 Spaces): EV Capable Spaces: 8 Required, 8 Provided
 EVCS Spaces: 2 Required, 2 Provided
 TOTAL: EV Capable Spaces: 16 Required, 16 Provided
 EVCS Spaces: 4 Required, 4 Provided

ACCESSIBLE EVCS per Table 11B-228.3.2.1: 1 Van, 1 Standard, 1 Ambulatory

BICYCLE PARKING (per CALGreen 5.106.4):
 PAD 1 (29 Spaces ± 5%): 2 Required, 2 Provided
 PAD 2 (2 Spaces ± 5%): 2 Required, 2 Provided
 TOTAL: 4 Required, 4 Provided

LEGEND

- LANDSCAPING - SEE LANDSCAPE PLAN
- TRANSFORMER PROPOSED LOCATION
- PARKING ROW COUNT
- PARKING TOTAL FOR PAD
- ACCESSIBLE ROUTE OF TRAVEL: MIN. 4' WHEEL WALK IN CLEAR WITH MAX. 2% CROSS SLOPE



NEW COMMERCIAL CENTER

CONCEPTUAL SITE PLAN

Access to the project site would be available from one driveway on Avenue L and two driveways on 10th Street West. The driveway on Avenue L would be right-in only while the driveway in the middle of the site along 10th Street West would be right-in/right-out only. The southern driveway on 10th Street West would have a signal install to permit all turning movements.

9. Surrounding land uses and setting:

The project site is currently undeveloped and vacant; however, portions of the site have been previously graded and utilized for pumpkin patches and Christmas tree lots. The property to the north is developed with a commercial development including Costco and Costco gas station. The property to the east is developed with a commercial center and industrial buildings. The property to the west is partially developed with a religious facility and the remainder of the property is vacant. Vacant land is also located south of the project site. Table 1 provides the zoning and land uses of the properties immediately adjacent to the project site.

Within the general vicinity of the project site is the Antelope Valley Freeway Way, Sgt Steven Owen Memorial Park, Montecito Apartment Complex (immediately to the northeast), and the Kaiser Permanente medical facility. Additional commercial and industrial uses are scattered throughout the general area.

**Table 1
 Zoning/Land Use Information**

Direction	Zoning		Land Use
	City	County	
North	CPD	N/A	Commercial Center
East	CPD, LI	N/A	Commercial Center, Industrial buildings
South	C	N/A	Vacant
West	CPD	N/A	Religious Facility, Vacant

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

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

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

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

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

**Table 2
 Tribal Notification**

Tribe	Person/Title	Date Received
Gabrieleno Band of Mission Indians -Kizh Nation	Andrew Salas, Chairman	January 16, 2024
Yuhaaviatam of San Manuel Nation	Ryan Nordness, Cultural Resource Analyst	January 16, 2024
Fernandeño Tataviam Band of Mission Indians	Sarah Brunzell, Tribal Historic and Cultural Preservation Officer	January 16, 2024

Responses were received from both the Fernandeño Tataviam Band of Mission Indians (FTBMI) and the Yuhaaviatam of San Manuel Nation (YSMN). The FTBMI requested tribal monitoring and other conditions since the applicant didn't complete the requested information forms. The YSMN also requested mitigation measures addressing the inadvertent discovery of cultural resources during construction. All requested measures have been included in the cultural resources section.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: On the basis of this initial evaluation:

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

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

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

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

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

Mitzi Alvarado
 Mitzi Alvarado, Planner

5/15/24
 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

- a. The City of Lancaster General Plan identifies five scenic areas in the City and immediately surrounding the area (LMEA Figure 12.0-1). Views of these scenic areas are not generally visible from the project site or the surrounding roadways. However, views of open desert and the mountains surrounding the Antelope Valley are available from the project site and roadways. The proposed project would be for a commercial center similar to the commercial development in the surrounding vicinity. The proposed project would not change the available views from the surrounding roadways and project site. Therefore, no impact would occur.
- b. The project site is not located along any designated State Scenic Highways. Additionally, the project site does not contain any rock outcroppings, or historic buildings. As the site is not located along a designated scenic highway, no impacts would occur.
- c. The proposed project is consistent with the zoning code as it pertains to this use and zone. Additionally, the proposed project would also be in conformance with the City of Lancaster’s Design Guidelines which were adopted on December 8, 2009 (updated March 30, 2010). These guidelines and standards provide the basis to achieve quality design for all development within the City. Development of the proposed project would change the visual character of the project site from vacant land to commercial center. The new development would conform to design standards for commercial construction, the intent of the design guidelines, and would be compatible with nearby developments. The fast food drive-thru building will have a modern rustic exterior design with neutral earth tones and materials similar to those of the surrounding

commercial buildings, such as brick, metals and wooden elements. The car wash facility will incorporate some of their corporate chain colors; however, the building will also utilize similar elements of the nearby centers such as stucco and block in neutral tones. Therefore, impacts would be less than significant.

- d. Currently, no light is being generated on the project site; however, lighting in the area is moderate to high. Light generated in the area is primarily from neighboring commercial and industrial uses, the apartment complex, Kaiser Permanente, and church lighting, vehicle headlights, and street lights. Lighting is also generated by vehicle headlights on the nearby Antelope Valley Freeway and park lighting at Sgt Steve Owen Memorial Park. The light generated from the project site would be in the form of motor vehicles, street lights, building security and interior lighting and parking lot lighting. The proposed parking lot/street lights would be shielded and directed downward. Additionally, the proposed project would not introduce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, impacts would be less than significant.

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

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

The maps for each county are updated every two years. The Los Angeles County Farmland Map was last updated in 2018. Based on 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 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 CPD and the surrounding area is zoned a mix of C, High Density Residential (HDR), and Light Industrial (LI), which do not allow for agricultural uses. Additionally, neither the project site, nor properties in the vicinity of the project site are under a Williamson Act contract. Therefore, no impacts would occur.
- c. 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.
- d. See responses to Items IIa-d.

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

- a. Development proposed under the City's General Plan would not create air emissions that exceed the Air Quality Management Plan (GPEIR pgs. 5.5-21 to 5.5-22). The project site is designated as Commercial (C) and zoned CPD. The proposed project consists of a variety of commercial uses such as restaurant pads, car washes and EV charging facilities. These types of uses are permissible within the commercial zones. As such, any emissions associated with the proposed project have already been accounted for and the proposed project would not conflict with or obstruct the implementation of the Air Quality Management Plan and no impacts would occur.
- b. An air quality study was prepared for the proposed project by LSA Associates, Inc., and documented in a report entitled "Air Quality and Greenhouse Gas Technical Memorandum for the Proposed L and 10th Lancaster Project in Lancaster, California" and dated December 12, 2023. The following discussion is based, in part, on this report.

Construction and operational emissions were estimated utilizing the California Emissions Estimator Model version 2022.1 (CalEEMod) and compared to the thresholds established by the Antelope Valley Air Quality Management District (AVAQMD). For purposes of the analysis, construction was assumed to start in April 2024 and conclude in 2025, all dust control regulations would be complied with and there would be import or export of soil from the site. All other assumptions including the number and type of construction equipment, hours of equipment usage can be found in the air quality report along with the model runs.

Table 3 identifies the significance thresholds for construction and operational emissions as established by the AVAQMD. These thresholds can be found in the AVAQMD's California Environmental Quality Act (CEQA) and Federal Conformity Guidelines document, dated August 2016.

**Table 3
 AVAQMD Air Quality Thresholds**

Criteria Pollutant	Daily Threshold (Pounds)	Annual Threshold (Tons)
Oxides of Nitrogen (NO _x)	137	25
Volatile Organic Compounds (VOC)	137	25
Oxides of Sulfur (SO _x)	137	25
Particulate Matter (PM ₁₀)	82	15
Particulate Matter (PM _{2.5})	65	12
Carbon Monoxide	548	100

Project construction activities would include grading, site preparation, building construction, architectural coating, and paving activities. These activities would generate air emissions and are shown in Table 4. As shown, construction emissions associated with proposed project would be less than significant and no mitigation measures are required.

**Table 4
 Estimated Construction Emissions**

	Criteria Pollutant					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum lbs/day	1.6	40	30.2	<0.1	9.0	5.0
Threshold	137	137	548	137	82	65
Exceeds Threshold?	No	No	No	No	No	No
Maximum tons/year	0.1	1.2	1.0	<0.1	0.1	0.1
Threshold	25	25	100	25	15	12
Exceeds Threshold?	No	No	No	No	No	No

Operational air emissions associated with the project would be generated from area, energy, and mobile sources. Area-source emissions include architectural coatings, consumer products, and landscaping. Energy-source emissions result from activities in buildings that use natural gas. Mobile-source emissions are from vehicle trips associated with the operation of the project. Table 5 provides the estimated operational emissions associated with the project. As can be seen, all emissions would be well below the thresholds and impacts would be less than significant.

**Table 5
 Estimated Operational Emissions**

Emission Type	Project Emissions					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Pounds Per Day						
Mobile Sources	14.6	9.7	87.8	0.2	13.5	3.5
Area Sources	0.3	<0.1	0.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.2	0.2	<0.1	<0.1	<0.1
Total Project Emissions	14.96	9.9	88.4	0.2	13.5	3.5
Threshold	137	137	548	137	82	65
Exceeds Threshold?	No	No	No	No	No	No
Tons Per Year						
Mobile Sources	2.3	1.8	14.0	<0.1	2.4	0.6
Area Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Total Project Emissions	2.3	1.8	14.0	<0.1	2.4	0.6
Threshold	25	25	100	25	15	12
Exceeds Threshold?	No	No	No	No	No	No

- c. High carbon monoxide(CO) concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. Ambient CO levels monitored at the Lancaster Monitoring Station located at 43301 Division Street (the closest station to the project site monitoring CO), showed a highest recorded 1-hour concentration of 1.6 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 1.1 ppm (the State standard is 9 ppm) from 2020 to 2022. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. The proposed project is expected to generate 2,883 ADT, with 346 trips occurring in the a.m. peak hour and 215 trips occurring in the p.m. peak hour. Therefore, given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any intersections, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the project would not result in any project-related impacts on CO concentrations.

Additionally, the closest sensitive receptors to the project site are apartments and Kaiser Permanente to the northeast and the church located immediately to the west. Since the construction of the proposed project would result in the disturbance of the soil, it is possible individuals could be exposed to Valley Fever. Valley Fever or coccidioidomycosis, is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

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

Nearby sensitive receptors as well as workers at the project site could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, implementation of Mitigation Measures 13 (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 Department 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 Department 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 Department, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Community Development Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Community Development Director. The radius shall not exceed three miles and is dependent upon the location of the project site.
- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
- Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas will be equipped with handwashing facilities.
- Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.
- Audit and enforce compliance with relevant Cal OSHA health and safety standards on the job site.

- d. Construction of the proposed project is not anticipated to produce significant objectionable odors. Construction equipment may generate some odors, but these odors would be similar to those produced by vehicles traveling on Avenue L and 10th Street West. 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. Odors may also be generated by typical commercial activities associated with restaurants (e.g., cooking, etc.). However, these odors are considered to be normal odors associated with this type of development and less than significant. Therefore, impacts associated with odors would be less than significant.

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

- a. A biological resources survey was conducted for the project site by RCA Associates, Inc., and documented a report titled, “General Biological Resources Assessment, Lancaster, Los Angeles County, California APN: 3109-026-047, 048 & 049” and dated September 28, 2023. Additionally, a detailed Joshua tree survey was also conducted and documented in a report titled “Western Joshua Tree Census, Lancaster, California APN 3109-026-47, 048 & 049” and dated November 21, 2023.

A survey of the project site was conducted on September 21, 2023 by walking pedestrian transects spaced approximately 10 meters apart. The survey was conducted to inventory plant

and wildlife species occurring within the project area. The project site has been previously graded with a ruderal plant community revegetating the site. The site is dominated by rubber rabbitbrush (*Ericameria nauseosa*), Joshua Tree (*Yucca brevifolia*), rattlesnake weed (*Euphorbia albomarginata*), Nevada jointfir (*Ephedra nevadensis*) and western jimsonweed (*Datura wrightii*).

Plants

A total of 19 plant species were observed during the survey as listed in Table 6. Four plant species of special concern are known to occur in the area: Lancaster milk-vetch, Alkali mariposa lily, Parry’s spineflower, and Rosamond eriastrum. These species were not observed on the project site and no suitable habitat for these species is present within the study site. Therefore, no impacts to these species would occur.

Joshua trees were listed as a candidate species under the California Endangered Species Act in September 2020 and on July 10, 2023, the Western Joshua Tree Conservation Act went into effect. During the surveys a total of 20 Joshua trees were observed on the project site; 16 live trees and 4 dead trees. A subsequent Joshua tree census was conducted on November 14, 2023 to determine the location, size, health, and status of the trees on site. Based on this census, it was determined that two trees were smaller than one meter, 14 trees were between 1 meter and 5 meters, and four trees were dead. No trees on the site were greater than 5 meters. Removal or disturbance of any Joshua trees on the project site requires permits to be obtained from the California Department of Fish and Wildlife. Mitigation measures have been identified which require an Incidental Take Permit to be obtained under the Western Joshua Tree Conservation Act for the live trees and a permit to remove the dead trees prior to any ground disturbing activities. With implementation of these measures, impacts would be less than significant.

**Table 6
 Observed Plant Species**

Joshua tree / <i>Yucca brevifolia</i>	Western jimsonweed / <i>Datura wrightii</i>	Kelch grass / <i>Schismus barbatus</i>
Dove weed / <i>Croton setigerus</i>	Four-wing saltbush / <i>Atriplex canescens</i>	Shadscale saltbush / <i>Atriplex confertifolia</i>
Creosote bush / <i>Larrea tridentata</i> Plant	Asian mustard / <i>Brassica tournefortii</i>	Jerusalem thorn / <i>Parkinsonia aculeata</i>
Puncture vine / <i>Tribulus terrestris</i>	Fiddleneck / <i>Amsinckia intermedia</i>	Rattlesnake weed / <i>Euphorbia albomarginata</i>
Mexican fan palm / <i>Washingtonia robusta</i>	Broom snakeweed / <i>Gutierrezia sarothrae</i>	Cheatgrass / <i>Bromus tectorum</i>
Winter squash / <i>Cucurbita moschata</i>	Summer squash / <i>Cucurbita pepo</i>	Nevada jointfir / <i>Ephedra nevadensis</i> “
Rubber rabbitbrush / <i>Bromus rubens</i>		

Animals

A total of 5 wildlife species or their sign were observed on the project site as identified in Table 7. Habitat assessments for desert tortoise and Mohave ground squirrel were conducted in accordance with California Department of Fish and Wildlife protocols and it was determined that suitable habitat is not present for either of these species. A Phase I habitat assessment for burrowing owls was also conducted on September 21, 2023. Following the completion of the habitat assessment, it was determine that the project site does not support minimal suitable habitat for burrowing owls and no owls or owl sign (e.g., white wash, feathers, or castings) were observed on the site. Additionally, it was determined that the site does not support any suitable habitat for other sensitive status animal species as identified in the biological report. Therefore, no impacts would occur

However, trees are present on the project site and immediately adjacent to it which could provide nesting habitat for a variety of migratory bird species. As such, a mitigation measure has been identified requiring a preconstruction nesting bird survey prior to the issuance of construction-related permits. With implementation of the mitigation measure, impacts to nesting birds would be less than significant.

**Table 7
 Observed Animal Species**

Common raven / <i>Corvus corax</i>	House finch / <i>Carpodacus mexicanus</i>	Rock pigeon / <i>Columba livia</i>
Mourning dove / <i>Zenaida macroura</i>	House sparrow / <i>Passer domesticus</i>	

Mitigation Measures

2. The project applicant shall obtain a Western Joshua Tree Conservation Act permit from the California Department of Fish and Wildlife to remove the Joshua trees on the project site. As part of obtaining the Western Joshua Tree Conservation Act permit, the project applicant shall follow all measures outlined in the executed permit and pay all mitigation fees identified under the Western Joshua Tree Conservation Act. A copy of the fully executed permit shall be provided to the City of Lancaster prior to the issuance of any construction-related permits.
3. Prior to any ground disturbing activities, the applicant shall obtain a permit from the California Department of Fish and Wildlife for the removal of the Joshua trees. A copy of the permit shall be submitted to the City.
4. A nesting bird survey shall be conducted by a qualified biologist within 14 days prior to the start of any construction/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. At

a minimum, the buffer shall be at least 500 feet around active raptor nests and 50 feet around nests of migratory bird 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.

- b. The project site does not contain any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. There, no impact 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.

The project site is not part of an established migratory wildlife corridor. Therefore, no impacts would occur.

- e. The proposed project would not conflict with any local policies or ordinances, such as a tree preservation policy, protecting biological resources. The proposed project would be subject to the requirements of Ordinance No. 848, Biological Impact Fee, which requires the payment of \$770/acre to help offset the cumulative loss of biological resources in the Antelope Valley as a result of development. This fee is required of all projects occurring on previously undeveloped land regardless of the biological resources present and is utilized to enhance biological resources through education programs and the acquisition of property for conservation. Therefore, no impacts would occur.
- f. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans which are applicable to the project site. The West Mojave Coordinated Habitat Conservation Plan only applies to federal land, specifically land owned by the Bureau of Land Management. In conjunction with the Coordinated Management Plan, a Habitat Conservation Plan (HCP) was proposed which would have applied to all private properties within the Plan Area. However, this HCP was never approved by the California Department of Fish and Wildlife nor was it adopted by the local agencies (counties and cities) within the Plan Area. As such, there is no HCP that is applicable to the project site and no impacts would occur.

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

- a. A cultural resource survey was conducted for the project site by LSA Associates, Inc. and the results documented in a report entitled "Cultural Resources Assessment, Avenue L and 10th Street Project, City of Lancaster, Los Angeles County, California" and dated December 2023. The report includes a records search and a pedestrian survey of the project site.

A records search was conducted on October 9, 2023 by the South Central Coast Information Center (SCCIC). This records search indicated a total of 36 cultural resources studies have been previously conducted within a mile of the project site and one of those studies included a portion of the project site. Additionally, seven cultural resources have been recorded within 1 mile, with the nearest historic resource located approximately 30 meters south of the project site. No prehistoric resources were documented within 1 mile and no resources were documented within the project parcel.

A field survey was conducted on October 7, 2023 by walking parallel pedestrian transects spaced approximately 15 meters apart. No cultural resources were identified. Additionally, no human remains, including those interred outside of formal cemeteries, were identified on the project site. Therefore, no impacts would occur.

While no specific tribal or cultural resources were identified on the project site during the AB 52 process, the Fernandeano Tataviam Band of Mission Indians (FTBMI) and Yuhaaviatam of San Manuel Band of Mission Indians (YSMN) both responded and requested mitigation measures be included as part of the project to ensure the proper handling and treatment of any previously unknown cultural resources encountered on the project site and tribal monitoring. These measures have been included and are identified below. With incorporation of these measures, impacts would be less than significant.

Mitigation Measures

5. The project applicant shall retain a professional Tribal Monitor procured by the Fernandeano Tataviam Band of Mission Indians to observe all ground-disturbing activities including, but not limited to, clearing, grubbing, grading, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, leveling, driving posts, auguring, blasting, stripping topsoil or similar activity. Tribal Monitoring Services will continue until confirmation is received from the project applicant, in writing, that all scheduled activities pertaining to Tribal Monitoring are complete. If the Project's scheduled activities require the Tribal Monitor to leave the Project for a period of time and return, confirmation shall be submitted to the Tribe by Client, in writing, upon completion of each set of scheduled activities and 5 days' notice (if possible) shall be submitted to the Tribe by project applicant, in writing, prior to the start of each set of scheduled activities. If cultural resources are encountered, the Tribal Monitor will have the authority to request that ground-disturbing activities cease within 60 feet of discovery and a qualified archaeologist meeting Secretary of Interior standards retained by the project applicant as well as the Tribal Monitor shall assess the find.
6. The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.
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 §7050.5 and that code shall be enforced for the duration of the Project.
 - 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 decided 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.
8. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.
9. If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
10. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease

and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

11. The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.
12. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

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

a. Project construction 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 reductions 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 providers, and community choice aggregators (CCA) to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that

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

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

- b. In 1978, the California Energy Commission (CEC) established Title 24, California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The previous standards went into effect on January 1, 2017 and January 1, 2020 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, Lancaster created Lancaster Choice Energy (LCE), allowing residents and businesses in Lancaster to choose the source of their electricity, including an opportunity to opt up to 100% renewable energy. SCE continues to deliver the electricity and provide billing, customer service and powerline maintenance and repair, while customers who choose to participate in this program would receive power from renewable electric generating private-sector partners at affordable rates.

The proposed project would comply with all of these regulations and would not conflict with or obstruct a State or local for renewable energy or energy efficiency. Therefore, no impacts would occur.

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

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

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

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. This phenomenon occurs in saturated soils that undergo intense seismic shaking typically associated with an earthquake. There are three specific conditions that need to be in place for liquefaction to occur: loose granular soils, shallow groundwater (usually less than 50 feet below ground surface) and intense seismic shaking. In April 2019, the California Geologic Survey updated the Seismic Hazard Zones Map for Lancaster (SSHZ) (<https://maps.conservation.ca.gov/cgs/EQZApp/app/>). Based on these maps, the project site is 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. As such, there remains a potential for water and wind erosion during construction. The proposed project would be required, under the provisions of the Lancaster Municipal Code (LMC) Chapter 8.16, to adequately wet or seal the soil to prevent wind erosion. Additionally, the following mitigation measure shall be required to control dust/wind erosion.

Water erosion controls must be provided as part of the proposed project's grading plans to be reviewed and approved by the Capital Engineering Division. These provisions, which are a part of the proposed project, would reduce any impacts to less than significant levels.

Mitigation Measures

- 13. 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 results in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment, the project site is not known to be within an area subject to fissuring, sinkholes, or subsidence or any other form of geologic unit or soil instability. The closest sinkholes and fissures are located along Lancaster Boulevard between 20th Street West and 30th Street West approximately 2.5 miles northwest of the project site. For a discussion of potential impacts regarding liquefaction, please refer to Section Item VII.a. Therefore, no impacts would occur.
- d. The soil on the project site is characterized by a low shrink/swell potential (LMEA Figure 2-3). A soils report for the proposed project shall be submitted to the City by the project developer prior to grading and the recommendations of the report shall be incorporated into the development of the proposed project. Therefore, impacts would be less than significant.
- e. The proposed project would be tied into the sanitary sewer system. No septic or alternative means of waste water disposal are part of the proposed project. Therefore, no impacts would occur.

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. <u>GREENHOUSE GAS EMISSIONS.</u> 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-b. As discussed in Item III.b, an air quality and greenhouse gas study was prepared for the proposed project by LSA Associates, Inc. As part of that report the construction and operational greenhouse gas emissions were calculated. Based on the model run, it is estimated that the construction of the proposed project would generate 137.8 metric tons of CO₂e or 303,804 pounds/day. When amortized over the 30-year life of the project, the annual emissions would be 4.6 metric tons CO₂e or 10,126.8 pounds/day of CO₂e.

The operation of the proposed commercial center would also generate greenhouse gas emissions from area, mobile, waste, and water sources as well as indirect emissions from energy consumption. These emissions are summarized in Table 8. As shown below, greenhouse gas emissions associated with the operation of the project would be below the AVAQMD thresholds and therefore, impacts would be less than significant. Additionally, the development would be required to comply with the requirements of the City's Net Zero Energy Ordinance, Water Efficient Landscape Ordinance, and other requirements which increase the efficiency of buildings and reduce air emissions.

The proposed project would also be in compliance with the greenhouse gas goals and polices identified in the City of Lancaster General Plan (LMEA p.7-2 to 7-15) and in the City's adopted Climate Action Plan. Additionally, the project would be in compliance with the applicable goals and policies of the California Air Resources Board 2022 Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, impacts with respect to conflicts with an agency's plans, policies, and regulations would be less than significant.

**Table 8
Greenhouse Gas Emissions**

Emission Type	Operational Emissions			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Pounds Per Day				
Mobile Source	15,050.0	0.9	0.8	15,349.0
Area Source	0.8	<0.1	<0.1	0.8
Energy Source	618.4	<0.1	<0.1	620.5
Water Source	24.4	0.4	<0.1	36.7
Waste Source	40.3	4.0	0.0	141.0
Total Operational Emissions				16,148.0
Amortized Construction Emissions				10,126.8
Total Emissions				26,274.8
AVAQMD Threshold				548,000
Exceeds?				No
Tons Per Year				
Mobile Source	2,491.7	0.2	0.1	2,541.2
Area Source	0.1	<0.1	<0.1	0.1
Energy Source	102.4	<0.1	0.1	102.7
Water Source	4.0	0.1	<0.1	6.1
Waste Source	6.7	0.7	0.0	23.4
Total Operational Emissions				2,673.5
Amortized Construction Emissions				4.6
Total Annual Emissions				2,678.1
AVAQMD Threshold				100,000
Exceeds?				No

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

a-b. The proposed project consists of the development of a commercial center which includes a drive-thru restaurant pad, car wash, and vehicle charging facility. Typical construction materials would be utilized during development of the proposed project. Occupants of the businesses would typically utilize cleaners (e.g., cleanser, bleach, etc.), fertilizer, and potentially limited use of common pesticides. The car wash would also utilize degreasers, soap, and car wax as part of the car cleaning process. These uses would be similar to other commercial developments in the area. The proposed project is not located along a hazardous materials transportation corridor; however,

it is located in close proximity to the Antelope Valley Freeway which is designated as a hazardous materials transportation corridor (LMEA p. 9.1-14 and Figure 9.1-4). Therefore, impacts would be less than significant.

- c. There are no schools located within a quarter mile of the project site. The closest schools to the project location are Miller Elementary to the northwest, Sierra Elementary to the north, and Joshua Elementary School to the northeast, all of which are over a mile away. Additionally, proposed project would not generate hazardous emissions or handle hazardous/acutely hazardous materials. Therefore, no impacts would occur.
- d. A Phase I Environmental Site Assessment was prepared for the proposed project by Salem Engineering Group, Inc. The results of the study are documented in a report entitled "Phase I Environmental Site Assessment, Proposed Commercial Development SWC 10th Street West & West Avenue L, Lancaster, California" and dated September 13, 2023.

As part of the environmental site assessment, a site visit was conducted on September 10, 2023. Evidence of past use was observed during the survey. Minor amounts of household debris were observed throughout the property as well as cut metal posts along the western boundary of the subject property. No hazardous materials/waste were observed at the subject site. No evidence of environmental concerns, including hazardous material disposal, sewage discharge, wells, septic systems, underground or above ground (UST/AST) storage tanks, or stressed vegetation, was observed on the project site.

In addition to the site survey, a regulatory database search was conducted for the project site and the immediately surrounding properties with the specified search distances by EDR. The project site is not listed in any regulatory databases. However, the adjoining property to the northwest, Costco Gas Station #762 at 1051 Avenue L, was identified on several regulatory lists as having had an unauthorized release of gasoline discovered in February 2019. This release impacted "soil only" beneath the facility and was remediated under the regulatory agency supervision of the Los Angeles County Fire Department (LACFD) and the RWQCB. The site was listed as close on February 10, 2020. This site is deemed to have a low potential to environmentally impact the project site due to the project site being downgradient, the type of listing and the current status.

Other properties within the search distances appear on a variety lists; however, these sites are of sufficient distance and/or situated hydraulically cross/downgradient from the project site for any potential impacts to be unlikely. Additional information on these listings can be found in the referenced Phase I report. Therefore, impacts would be less than significant.

- e. The proposed project is not located within an airport land use plan or within two miles of a public/private airport. The nearest airfield, U.S. Air Force Plant 42, is located approximately 2.5 miles southeast of the project site. Therefore, no safety hazards for people working in the project area would be anticipated and no impacts would occur.
- f. The traffic generated by the proposed project is not expected to block the roadways. Improvements that have been conditioned as part of the project would ensure that traffic operates smoothly. Therefore, the proposed project would not impair or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan. Impacts would not occur.

- g. The surrounding properties are primarily developed with a mix of commercial, industrial, multi-family residential and religious uses. Vacant land is located to the south and west of the project site. It is possible that these lots could be subject to vegetation and building fires. The project site is within the service boundaries of Los Angeles County Fire Station No. 129, located at 42110 6th Street West, which would serve the project site in the event of a fire. Therefore, potential impacts from wildland fires would be less than significant

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

- a. The project site is not located in an area with an open body of water or in an aquifer recharge area. The proposed project would be required to comply with all applicable provisions of the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program establishes a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The reduction of

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

The proposed project consists of a commercial center including a 2,900 square-foot restaurant drive-thru pad with double queueing lanes, a 3,600 square-foot car wash facility with three queueing lanes and an electric vehicle charging area. Conditions would be included so that any wastewater generated would not violate water quality standards or exceed waste discharge requirements. Therefore, 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 White Fence Farms Mutual Water Co., Inc. subject to their conditions of approval and service requirements. Therefore, impacts would be less than significant.
- c. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated with the grading of the site. 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 (06037C0420F). 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 other large bodies of water. Therefore, the proposed project would not be subject to inundation by seiches or mudflows. No impacts would occur.
- e. The proposed project would not conflict or obstruct the implementation of the applicable water quality control plan or sustainable groundwater management plan. For additional information see responses X.a through X.c. Impacts would be less than significant.

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

- a. The proposed project consists of the construction of a 3.72 acre commercial center to include a 2,900 square-foot restaurant drive-thru pad, 3,600 square-foot car wash facility and an EV charging station area. The project site is located at the southwest corner of Avenue L and 10th Street West on vacant land. The proposed project would not block a public street, trail, 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 must be in conformance with the Lancaster Municipal Code. 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. Therefore, no impacts would occur.

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

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

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

- a. A noise study was prepared by LSA Associates, Inc. to assess the construction and operational noise levels associated with the proposed project. The results of the study were documented in a report entitled “Noise and Vibration Impact Analysis” and dated December, 2023. As part of the analysis, long-term noise measurements were taken for 24 hours between October 18 and October 19, 2023, at two locations around the project site. These noise measures provide both hourly Leq data as well as CNEL data, incorporating nighttime hours. The locations of the noise measurements and the results can be found in Table 9.

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities 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 50 feet are shown in Table 10.

Table 9

Long Term Noise Level Measurements

Site No.	Location	Daytime Noise Levels (dBA Leq)	Evening Noise Levels (dBA Leq)	Nighttime Noise Levels (dBA Leq)	Average Daily Noise Level (dBA CNEL)
1	843 W Avenue L	63.7 – 72.3	63.9 – 64.3	57.5 – 65.2	69.8
2	Along the southwest border of the project site on a gated fence between the place of worship and single-family home	63.3 – 59.6	59.0 – 59.8	54.1 – 58.7	63.9

**Table 10
 Maximum Noise Levels Generated by Typical Construction Equipment (dBA)**

Equipment Description	Acoustical Usage Factor (%) ¹	Maximum Noise Level (Lmax) at 50 Ft
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

1. Percentage of time that a piece of construction equipment is operating at full power.

**Table 11
 Potential Construction Noise Impacts at Nearest Receptors (dBA Leq)**

Receptor (Location)	Composite Noise Level at 50 ft	Distance (ft)	Composite Noise Level at Receptor
Place of Worship (west)	88	285	73
Commercial Uses (east)		300	72
Commercial Uses (north)		460	68
Residences (northeast)		550	67
Residences (southwest)		700	65

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. Additionally, construction best management practices with respect to noise have been included as mitigation measures below to ensure that impacts remain less than significant.

Operations

Traffic noise levels were estimated for the opening year (2025) of the center both with and without project traffic for Avenue L and 10th Street West. Without project traffic, traffic noise levels range from 71.2 dBA to 72.4 dBA. When project traffic is included, the noise levels range from 71.3 dBA to 72.5 dBA with a maximum increase in noise levels of 0.2 dBA along 10th Street West south of Avenue L. Noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, operational traffic noise impacts would be less than significant.

Stationary noise sources on the project site include parking lot activities, HVAC equipment, drive-thru speakers, car wash tunnel and vacuum stations. Drive-thru speakers with a noise level of 60 dBA at a distance of 55 feet are expected to operate continuously from day to night. HVAC equipment could also operate 24 hours a day with sound levels of 72 dBA at 5 feet. However, all HVAC equipment (roof top or ground mounted) would be screened from public view which would reduce noise level.

The noise associated with the operation of the car wash were based on noise measurements obtained by the consultant at a similar car wash. The noise levels at the car wash tunnel exit and entrance are expected to be 78.7 and 75.8 at 25 feet, respectively. Hours of operation for the car wash will be limited and will not occur past 10 p.m. Vacuum turbines associated with the car wash would be located within an enclosure and are expected to generate a noise level of 74.9 dBA at 10 feet. These noise levels would be compatible with the exterior noise levels required in the commercial zones and would not result in noise impacts to the nearby residential uses. Therefore, operational noise impacts would be less than significant.

Mitigation Measures

14. 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.
 15. 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.
 16. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
 17. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.
 18. The use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
 19. No project-related public address or music system shall be audible at any adjacent receptor.
 20. 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. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV. Tables 12 and 13 provide the vibration annoyance and damage impact potential at the nearest receptors respectively. Based on these tables, vibration impacts would be less than significant

**Table 12
 Potential Construction Vibration Annoyance Impacts**

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft	Distance (ft)	Vibration Level (VdB)
Place of Worship	87	285	55

(west)			
Commercial Uses (east)		300	55
Commercial Uses (north)		460	49
Residences (northeast)		550	47
Residences (southwest)		700	44

**Table 13
 Potential Construction Vibration Damage Impacts**

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft	Distance (ft)¹	Composite Noise Level at Receptor
Place of Worship (west)	0.089	85	0.014
Commercial Uses (east)		150	0.006
Commercial Uses (north)		170	0.005
Residences (northeast)		240	0.003
Residences (southwest)		400	0.001
1. The assessment distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.			

- c. The project site is not in proximity to an airport or a frequent overflight area and would not experience noise from these sources. Therefore, no impacts would occur.

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

- a. The proposed project would result in an incremental increase in population growth; however, this increase was anticipated in both the City's General Plan and in the Southern California Association of Government's (SCAG's) most recent Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Additionally, while it is likely that individuals involved in the construction of the proposed project or working at the proposed project would come from the Antelope Valley any increase in population would contribute, on an incremental basis, to the population of the City. As such, 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 may increase the need for fire and police services during construction and operation; however, the project site is within the current service area of both these agencies and the additional time and cost to service the sites is minimal. The proposed project would not induce substantial population growth and therefore, would not increase the demand on parks or other public facilities. Therefore, impacts would be less than significant.

Construction of the proposed project may result in an incremental increase in population and may increase the number of students in the Westside School District and Antelope Valley Union High School District. Proposition 1A, which governs the way in which school funding is carried out, predetermines by statute that payment of developer fees is adequate mitigation for school impacts. Therefore, impacts would be less than significant.

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

- a. 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 is not residential in nature and does not involve the construction of any parks or recreational amenities. However, the applicant would be required to pay applicable park fees which would offset the impacts of the existing parks. Therefore, impacts would be less than significant.

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

a. The proposed project would not conflict with or impede any of the General Plan policies or specific actions related to alternative modes of transportation (Lancaster General Plan pgs. 5-18 to 5-24.) Therefore, no impacts would occur.

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 project consists of the development of a locally serving retail center which is substantially smaller than 50,000 square feet. As such, it screens out from analyzing vehicle miles traveled and no impacts would occur.

c. Street improvements are required as part of the conditions of approval and would ensure that traffic flows smoothly in the vicinity of the project site. No hazardous conditions would be created by these improvements. Therefore, no impacts would occur.

d. The project site would have adequate emergency access from 10th Street West and Avenue L. Therefore, no impacts would occur.

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

- a. No specific tribal cultural resources were identified during the AB 52 process; however, mitigation measures have been requested by the FTBMI and YSMN to identify procedures and proper handling of any cultural resources which may be discovered during the course of construction. Tribal monitoring has also been requested during construction activities by the FTBMI. These measures have been included in the cultural resources section. As such, no impacts 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 into the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc. These services already exist in the general area. Connections would occur on the project site or within existing roadways or right-of- ways. Connections to these utilities are assumed as part of the proposed project and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant.
- b. The White Fence Farms Mutual Water Co., Inc. has not indicated any problems in supplying water to the proposed project from existing facilities subject to their conditions and standard operating procedures/agreements. The applicant is responsible for acquiring water in accordance with established procedures and will be required to construct any necessary on-site or off-site infrastructure improvements to connect the project to the water system. Therefore, impacts would be less than significant.

- c. The proposed project would discharge directly to the Districts' 10th Street West Trunk Sewer, located in 10th Street West south of Avenue L upon annexation. According to the letter dated November 13, 2023 from the Los Angeles County Sanitation Districts (LACSD), this 12-inch diameter trunk sewer has a design capacity of 2.3 million gallons per day (mgd) and conveyed a peak flow 0.2 mgd when last measured in 2021. The project's wastewater would be treated at the Lancaster Water Reclamation Plant upon connection which has a design capacity of 18 mgd and currently processes an average water flow of 13.9 mgd. The expected wastewater flow from the proposed project 15,020 gallons per day. Therefore, impacts would be less than significant.

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

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

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

a. See Item IX.f.

b-d. The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the service boundaries of Fire Station No. 129 located at 42110 6th Street West which can adequately serve the project site. Other fire stations are also located in close proximity to the project site which can provide service if needed. Therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<u>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</u>				
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. The proposed project consists of the development of approximately 3.72 acres into a commercial center in the CPD zone. Other projects have been approved within approximately one mile of the project site (Table 14). These projects are also required to be in accordance with the City's zoning code and General Plan.

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

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

Table 14
Related Projects List

Case No.	Location	APNs	Acres	Description	Status
SPR 22-016	SWC 6 th Street West & Avenue L-8	3128-020-014	1.29	Industrial shell building	Approved
SPR 22-003	SWC of Sierra Hwy & Avenue L	3128-007-030, -038	4.42	Self-Storage facility	Approved
CUP 23-018	SWC 15 th Street West & Avenue L	3109-019-041	1.93	Commercial gas station	In review
SPR 21-001	SEC of 10 th Street West & Avenue L-8	3128-010-010	0.43	Industrial building	In review
SPR 22-008	NEC 12 th Street West & Avenue L-8	3109-025-049	2.55	Industrial shell building	In review
SPR 23-014	SWC of 8 th St W & Avenue L-14	3128-009-089	4.34	Industrial building	In review
SPR 22-002	SWC of Avenue L & Sierra Highway	3128-007-034, -039	1.83	28,895 sq. ft. warehouse facility with a loading dock	In plan check
SPR 22-014	Ave L-4 & Sierra Hwy	3128-007-015, --024	10.57	217,650 sf distribution facility	Approved
SPR 22-011	Market St & Forbes Ave	3128-008-009	11.83	233,600 sf distribution facility	Approved

List of Referenced Documents and Available Locations*:

AIR:	Air Quality and Greenhouse Gas Technical Memorandum for the Proposed L and 10 th Lancaster Project in Lancaster, California, LSA Associates, Inc., December 12, 2023	CDD
BRR1:	General Biological Resource Assessment, Lancaster, Los Angeles County, California, APN: 3109-026-047, 048 & 049, RCA Associates, Inc., 2023	September 28, CDD
BRR2:	Western Joshua Tree Census, Lancaster, California, APN: 3109-026-047, 048, & 049, RCA Associates, Inc., November 21, 2023	CDD
CRS:	Cultural Resources Assessment, Avenue L and 10 th Street Project City of Lancaster, Los Angeles County, LSA Associates, Inc., December 2023	CDD
ESA:	Phase I Environmental Site Assessment, Proposed Commercial Development SWC 10 th Street West & West Avenue L, Lancaster, California, Salem Engineering Group, Inc., September 13, 2023	CDD
FIRM:	Flood Insurance Rate Map	CDD
GPEIR:	Lancaster General Plan Environmental Impact Report	CDD
LACSD:	Los Angeles County Sanitation Districts, November 13, 2023	CDD
LGP:	Lancaster General Plan	CDD
LMC:	Lancaster Municipal Code	CDD
LMEA:	Lancaster Master Environmental Assessment	CDD
NOI:	Noise and Vibration Impact Analysis, L and 10 th Commercial Development Project, Lancaster, California, LSA Associates, Inc., December 2023	CDD
SSHZ:	State Seismic Hazard Zone Maps	CDD
USGS:	United States Geological Survey Maps	CDD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	CDD
WFF:	White Fence Farms Mutual Water Co., Inc., November 14, 2023	CDD

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