



City of Lancaster Initial Study

- 1. Project title and File Number:**
Site Plan Review No. 17-003
General Plan Amendment No. 17-007
Zone Change No. 17-006
BYD Electric School Bus Manufacturing
- 2. Lead agency name and address:**
City of Lancaster
Community Development Department
Planning and Permitting Division
44933 Fern Avenue
Lancaster, California 93534
- 3. Contact person and phone number:**
Jocelyn Swain, Senior Planner
City of Lancaster
Community Development Department
(661) 723-6100
- 4. Location:**
±30 acres of a 160 site on the south side of
Avenue H between 55th Street West and 50th
Street West
(APNs: 3269-011-015, 3269-011-007)
(see Figure 1)
- 5. Applicant name and address:**
BYD / Simon Li
46417 BYD Blvd
Lancaster, CA 93534
- 6. General Plan designation:**
Existing: Non-Urban Residential
Proposed: Light Industrial (LI)
- 7. Zoning:**
Existing: RR-2.5 (single family residential,
minimum lot size 2.5 acres)
Proposed: Light Industrial (LI)
- 8. Description of project:**

The applicant proposes to construct and operate a 630,000 square foot electric school bus manufacturing facility. The facility would include 570,000 square feet of manufacturing and 60,000 square feet of office space divided between the ground floor and a mezzanine. Prep booths and paint booths would also be included as part of the manufacturing process. A total of

138 bus parking spaces would be provided on the west side of the building while employee parking would be provided along the northern and eastern portions of the project site. A total of three drainage basins would be provided along the eastern portion of the project site between the driveway and the employee parking area. Access to the project site is anticipated to be from two driveways along Avenue H.

As part of the proposed project, a general plan amendment and zone change have also been requested for the entire 160 acres although development is only proposed on 30 acres. The existing general plan designation on the subject property is currently Non-Urban Residential (NU) and zoning is RR-2.5 (single family residential, minimum lot size 2.5 acres). The applicant is requesting to change the general plan designation to LI (Light Industrial) and zoning to LI (light industrial).

9. Surrounding land uses and setting:

The project site is located in the northwestern portion of the City in an area that is relatively undeveloped. The project site is undeveloped. Immediately north of the project site is Avenue H followed a single family residence. A handful of other single family residences are located slightly further to the north. The property immediately to the east, west, and south of the project site is vacant. Single family residences are located on the east side of 50th Street West to the southeast of the project site and additional single family residences are located to the southwest of the project site. The Lancaster Prison complex is located approximately one mile south of the project site and the General William J Fox Airfield is located a little over a mile to the north of the project site. The Rite Aid and Michael's Distribution Facilities along with the Antelope Valley Fair Grounds are located between 1.5 and 2 miles east of the project site. Additional commercial and residential uses are located further to the south and southeast of the project site, but at least a mile away. Table 1 provides a summary of the zoning and land uses immediately surrounding the project site.



Figure 1, Project Location Map

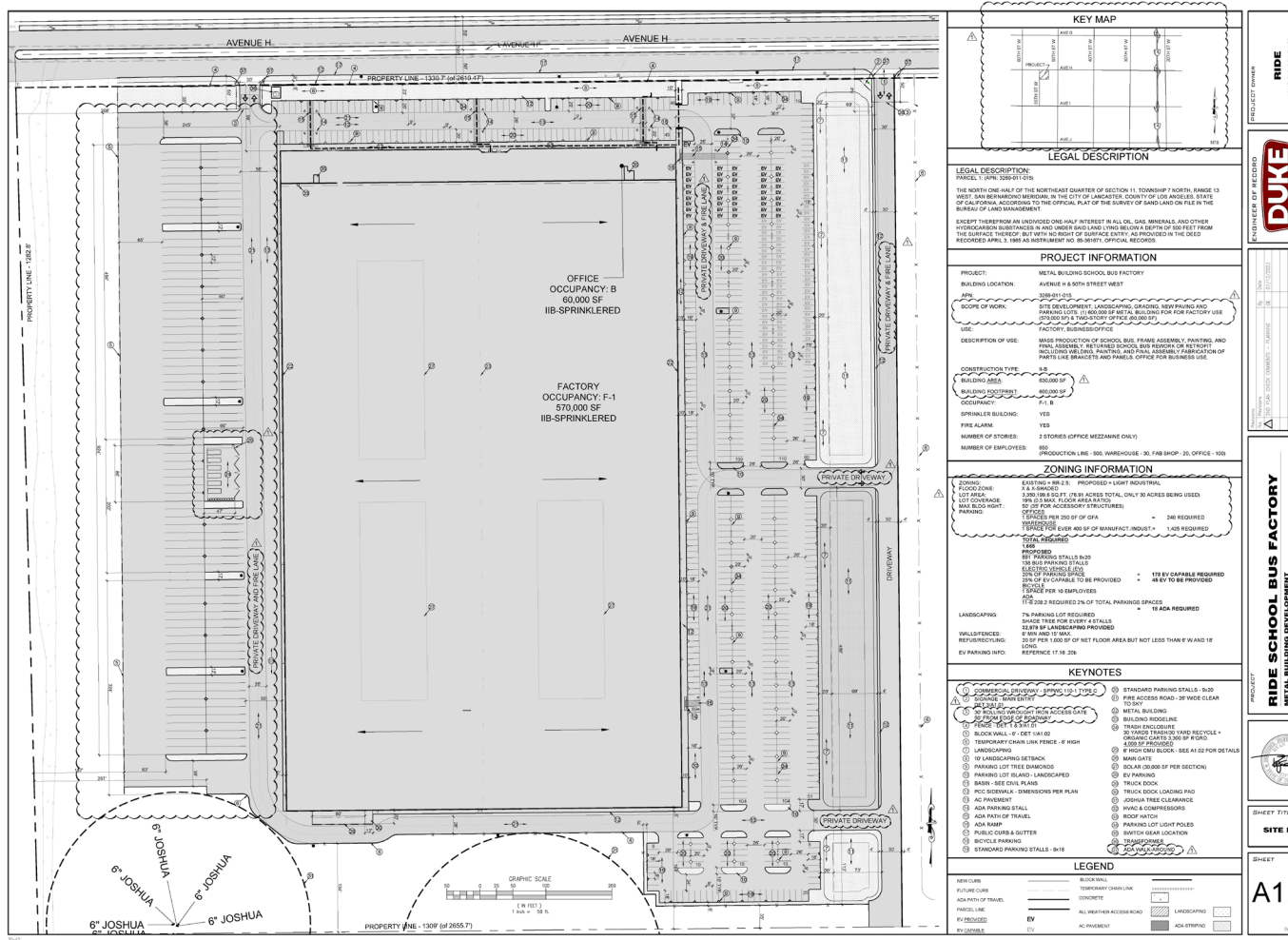


Figure 2, Conceptual Site Plan

Table 1
Zoning/Land Use Information

Direction	Zoning		Land Use
	City	County	
North	SP 95-02	N/A	Vacant, single- family residence
East	RR-2.5	N/A	Vacant, single family residences to the southeast
South	RR-2.5	N/A	Vacant, single family residences further to the southwest
West	RR-2.5	N/A	Vacant

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

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

- California Department of Fish and Wildlife (CDFW)
- Antelope Valley Air Quality Management District (AVAQMD)
- Los Angeles County Waterworks District #40
- Los Angeles County Sanitation District #14
- Los Angeles County Fire Department
- 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 in the process. These letters were mailed via certified return receipt mail and included copies of the site plan and available cultural resources reports. Table 2 identifies the tribes, the person to whom the letter was directed, and the date the letter was received.

Table 2
Tribal Notification

Tribe	Person/Title	Date Received
Fernandeno Tataviam Band of Mission Indians	Sarah Brunzell, Manager	July 11, 2023
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairman	July 8, 2023
Yuhaaviatam of San Manuel Nation	Ryan Nordness, Cultural Resource	July 8, 2023

	Analyst	
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Responses were received from the Fernandeno Tataviam Band of Mission Indians (FTBMI) and the Yuhaaviatam of San Manuel Nation (YSMN). No specific tribal cultural resources have been identified. However, both tribes requested specific measures be included and these are identified 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.

Jocelyn Swain

Jocelyn Swain, Senior Planner

10/10/23

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

- a. The City of Lancaster General Plan identifies five scenic areas in the City and immediately surrounding area (LMEA Figure 12.0-1). Views of these scenic areas are not generally visible from the project site or the immediately surrounding roadways. However, views of the open desert and mountains surrounding the Antelope Valley are available from the project site and nearby roadways (Avenue H, 50th Street West, 60th Street West). The proposed project consists of the construction and operation of an approximately 650,000 square feet electric school bus manufacturing facility. The building would be of metal construction and the height would be taller than the residential uses; however, it would be required to meet the City's design standards for industrial buildings. This manufacturing facility would be similar in appearance to the distribution facilities on Avenue H as well as the industrial uses in the vicinity of the Fox Field airport. While the appearance of the site would change with the manufacturing use and the general plan amendment/zone change which could allow future industrial development, the public views would not change and would continue to be available from the roadways and project site. Therefore, impacts would be less than significant.
- b. The project site is not located along any designated State Scenic Highways. There are no State designated scenic routes or highways within the City of Lancaster and Avenue H is also not considered a locally scenic highway or roadway. The project site is currently vacant and does not contain any historic buildings or rock outcroppings. However, the project site does contain

Joshua trees at the southwest corner of the portion of the site proposed for development. These trees would be removed during construction in accordance with State law; however, they would be replaced with other trees and landscaping associated with the proposed project. Since the project is not located along a scenic highway, no impacts would occur.

- c. The proposed project is consist with the zoning code as it pertains to this use and zone (see Land and Planning Section) with the approval of the general plan amendment and zone change. The project would comply with the Light Industrial development standards contained within the Lancaster Municipal Code and would also be in conformance the City's Design Guidelines which were adopted on December 8, 2009 (updated on March 30, 2010). These guidelines provide the basis to achieve quality design for all development within the City. To ensure that aesthetic impacts remain less than significant, the following mitigation measure is required.

Mitigation Measures

- 1. During the final design phase of the project, the applicant shall prepare a plan that addresses the all visual aspects of development including equipment, walls, lighting, and landscaping to reduce visual intrusion that could result from the development, as well as minimize the potential for lighting to adversely affect views in the area. The plan shall be submitted to the City of Lancaster to demonstrate compliance with this measure.
- d. No lighting is generated currently on the project site. The ambient lighting in the vicinity of the project site is low to moderate to street lights, vehicle headlights, and residential/security lighting. The lighting level immediately surrounding the project site is low due to the handful of residences in the vicinity of the project site. Brighter lighting areas can be seen from the project site coming from the distribution facilities/fairgrounds to the east, the industrial uses from the airport, and the Lancaster Prison complex. Light and glare would be generated from the proposed project in the form of additional street lighting, security lighting and motor vehicles. All street and security lighting within the proposed development would be shielded and focused downward onto the project site. Landscaping provided throughout the development and around the perimeter would also help to diffuse the lighting coming off of the project site. Additionally, the proposed development would not produce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. <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:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

The maps for each county are updated every two years. The Los Angeles County Farmland Map was last updated in 2018. Based on these maps, 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 as other land.” As the project site is not designated as farmland of importance by the State nor is it currently utilized for agricultural purposes, no impact to agricultural resources would occur.

- b. The project site is currently zoned as RR-2.5 (single family residential, minimum lot size 2.5 acres) and the entire project site would be rezoned to Light Industrial (LI). The RR-2.5 permits light agricultural uses while the LI zone does not permit agricultural production. The property to the north is zoned SP 95-02 which does not allow agricultural uses and the property to the south, west, and east is all zoned RR-2.5. However, none of the properties are under agricultural production nor are they subject to a Williamson Act contract. Therefore, no impacts would occur.
- c-d. According to the City of Lancaster’s General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. Therefore, no impacts would occur.
- e. See responses to Items IIa-d.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. <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 proposed project involves a general plan amendment and zone change to change the project site from a Non-Urban Residential Designation to a Light Industrial designation. This is a denser use which has the potential to emit more emissions that would be emitted if the entire area was developed with the allowable 64 dwelling units. However, the area just north of the project site from is designated as SP 95-02 (Fox Field Specific Plan: 25th St W to 70th St W; Ave E to Ave H) with an underlying Light Industrial zoning. This area has been anticipated for industrial development and the emissions accounted for in the Air Quality Management Plan. Much of the area remains undeveloped and as such, the proposed project's emissions would already have been accounted for. Additionally, the proposed project would be required to comply with all Antelope Valley Air Quality Management District Rules and Regulations including those associated with dust control, permitting, and use of hazardous materials. Therefore, the proposed project would not conflict with or obstruct implementation of the Air Quality Management Plan and no impacts would occur.
- b. An air quality study was prepared for the proposed project by MS Hatch Consulting and documented in a report entitled "Air Quality Study – BYD School Bus Manufacturing Plant, Lancaster, CA" and dated July 21, 2023.

Construction emissions were calculated using the California Emissions Estimator Model (CalEEMod) with inputs regarding the construction schedule provided by the engineer and are provided in the air quality report. The project would not require the import or export of fill material and construction would comply with the air district rules regarding dust control and VOC content in architectural coatings.

Operational emissions consist of multiple sources of emissions including emissions associated with the manufacturing process (i.e., coating, adhesives, sealants, and solvent application processes), area sources (i.e., re-applying architectural coatings, landscaping equipment), energy (i.e., electricity and natural gas use), mobile sources (i.e., workers commuting, shipping, delivery trips), waste, and water. The source categories for the emissions associated with manufacturing and area sources were adjusted to estimate the emissions of the proposed project more accurately. The emissions associated with the remaining source categories were CalEEMod defaults. The construction and operational emissions estimated for the proposed project can be found in Tables 3 and 4. As soon in these tables, the emissions associated with the proposed project would be less than significant.

Table 3
Annual Construction and Operational Emissions Summary

Emission Source	Total Emissions (tons per year)						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	CO _{2e}
Year 1 Construction (2024)	0.42	3.24	4.18	0.01	0.82	0.32	1,097
Year 2 Construction (2025)	1.71	0.60	0.98	<0.01	0.14	0.05	234
Operational Emissions							
Area Sources	2.55	<0.01	<0.01	0	<0.01	<0.01	<1
Energy	0.06	0.53	0.44	<0.01	0.04	0.04	1,774
Mobile Sources	1.36	1.83	13.2	0.03	2.97	0.81	2,520
Waste	N/A	N/A	N/A	N/A	0	0	374
Water	N/A	N/A	N/A	N/A	0	0	513
Manufacturing Process	2.96	0.28	0.06	0.00	0.01	0.01	911
Total Operational Emissions	6.93	2.64	13.70	0.03	3.02	0.86	6,092
Significant?	No	No	No	No	No	No	No

Table 4
Daily Construction and Operational Emissions Summary (pounds per day)

Emission Source	Total Emissions (pounds per day)						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	CO _{2e}
Year 1 Construction (2024)	3.50	32.42	36.31	0.10	9.04	5.11	10,802
Year 2 Construction (2025)	92.75	21.05	34.88	0.10	6.25	2.09	10,579
Operational Emissions							
Area Sources	13.95	<0.01	0.06	0	<0.01	<0.01	<1
Energy	0.32	2.89	2.43	0.02	0.22	0.22	3,494
Mobile Sources	12.91	13.28	111.62	0.23	23.96	6.52	23,566
Waste	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manufacturing Process	23.69	2.26	0.45	0.01	0.07	0.07	8,034
Total Operational Emissions	50.87	18.43	114.56	0.26	24.25	6.81	35,094
Significant?	No	No	No	No	No	No	No

- c. This project is considered an industrial site, which the AVAQMD CEQA Guidelines require to be evaluated for potentially exposing sensitive receptors to substantial pollutant concentrations. To establish whether a detailed health risk assessment would be justified to assess potential health impacts from the proposed facility to sensitive receptors, Cancer, Noncancer Chronic, and Noncancer Acute PS were calculated based on the 2021 TAC emissions. The CARBHARP 2 tool was used, along with a conservative distance to nearest receptor (i.e., 50 meters). Toxic Air Contaminant emissions are provided in the air quality report with the calculations in the reports appendices. Table 5, provided below, summarizes the Cancer, Noncancer Chronic, and Noncancer PS, which are all below the applicable AVAQMD trigger level for requiring an Health Risk Assessment (HRA). Facilities and operations with PS below trigger levels are not expected to cause a significant health impact to nearby receptors. Therefore, impacts would be less than significant.

Table 5
Cancer, Noncancer Chronic, and Noncancer Acute Prioritization Scores

	Cancer	Noncancer Chronic	Noncancer Acute
Calculated Prioritization Score	2.46	6.62E-02	1.68
AVAQMD Trigger for Requiring an HRA	10	10	10
Exceeds Trigger Level	No	No	No

However, since the construction of the proposed project would result in the disturbance of the soil, it is possible individuals could be exposed to Valley Fever. Valley Fever or coccidioidomycosis, is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they

change into a 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 ____ (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

2. Prior to ground disturbance activities, the project operator shall provide evidence to the Development Services Director that the project operator and/or construction manager has developed a “Valley Fever Training Handout”, training, and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session materials, handout(s) and schedule shall be submitted to the Development Services Director within 24 hours of the first training session. Multiple training sessions may be conducted if different work crews will come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. The evidence submitted to the Development Services Director regarding the “Valley Fever Training Handout” and Session(s) shall include the following:
 - A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
 - Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.
 - Training on methods that may help prevent Valley Fever infection.
 - A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the county. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

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

- Provide HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use in enclosed cabs.
- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.
- Cause employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).
- Provide separate, clean eating areas with hand-washing facilities.
- Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.
- Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.
- Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.
- Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by the project operator and reviewed by the Development Services Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Development Services Director. The radius shall not exceed three miles and is dependent upon the location of the project site.

- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
 - Prohibit smoking at the worksite outside of designated smoking areas; designated .3
 - 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 H, and Avenue I. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project is an electric school bus manufacturing facilities. All activities will occur within the proposed building utilizing appropriate equipment. No manufacturing related activities are permitted to occur outside of the building. All painting and other activities which may use chemicals with particular odors or VOCs will be conducted within paint booths inside of the building and the building shall have the appropriate types of filters to prevent any odors from being released. 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. The proposed project consists of a general plan amendment and zone change to change the designations of 160 acres on two parcel parcels from Non-Urban Residential and RR-2.5 to Light Industrial. An electric school bus manufacturing facility would be constructed and operated on 30 of the 160 acres. A biological resources report for this portion of the project site was conducted by Mark Hagan and documented in a report entitled “Biological Resource Assessment of a 40-acre Parcel, Lancaster, California” and dated April 24, 2023.

A survey of the project site was conducted from April 18 to April 22, 2023 by walking a total of 36 pedestrian line transects. These transects were walked in and east-west direction spaced approximately 50 feet apart. A total of 45 plant species and 20 wildlife species were observed on the site and are listed in Tables 6 and 7, respectively.

Table 6
Observed Plant Species

Joshua tree (<i>Yucca brevifolia</i>)	Basin sagebrush (<i>Artemisia tridentata</i>)	Quail bush (<i>Atriplex lentiformis</i>)
Allscale (<i>Atriplex polycarpa</i>)	Anderson thorn (<i>Lycium andersonii</i>)	Mormon tea (<i>Ephedra nevadensis</i>)
Inkweed (<i>Suaeda torreyana</i>)	Alkali sacaton (<i>Sporobolus airoides</i>)	Sun cups (<i>Camiissonia campestris</i>)
Slender keel fruit (<i>Tropidocarpum gracile</i>)	Forget-me-not (<i>Cryptantha</i> sp.)	Lacy phacelia (<i>Phacelia tanacetifolia</i>)
Yellow throats (<i>Phacelia fremontii</i>)	Desert needlegrass (<i>Stipa comata</i>)	Alkali mariposa lily (<i>Calochortus striatus</i>)
Mojave stinkweed (<i>Cleomella obtusifolia</i>)	Clasping peppergrass (<i>Lepidium perfoliatum</i>)	Rattlesnake weed (<i>Euphorbia albomarginata</i>)
Yellow star thistle (<i>Centaurea melitensis</i>)	Mushroom spp.	Nevada blue grass (<i>Poa secunda</i>)
Shadscale (<i>Atriplex confertifolia</i>)	Arrow scale (<i>Atriplex phyllostegia</i>)	Rabbit brush (<i>Chrysothamnus nauseosis</i>)
Comb-bur (<i>Pectocarya recurvata</i>)	Gilia (<i>Gilia minutiflora</i>)	Goldfields (<i>Lasthenia californica</i>)
Pineapple weed (<i>Matricaria discoidea</i>)	Hairy podded pepperweed (<i>Lepidium lasiocarpum lasiocarpum</i>)	Tumble mustard (<i>Sisymbrium altissimum</i>)
Desert straw (<i>Stephanomeria pauciflora</i>)	Fremont pincushion (<i>Chaenactis fremontii</i>)	Desert dandelion (<i>Malacothrix glabrata</i>)
Comet blazing star (<i>Mentzelia albicaulis</i>)	Snakeshead (<i>Malacothrix coulteri</i>)	Silver puff (<i>Uropappus lindleyi</i>)
Fiddleneck (<i>Amsinckia tessellate</i>)	Russian thistle (<i>Salsola iberica</i>)	Schismus (<i>Schismus</i> sp)
Squirrel tail grass (<i>Hordeum jubatum</i>)	Annual burweed (<i>Franseria acanthicarpa</i>)	Red stemmed filaree (<i>Erodium cicutarium</i>)
Red brome (<i>Bromus rubens</i>)	Cheatgrass (<i>Bromus tectorum</i>)	Tansy mustard (<i>Descurainia sophia</i>)

Table 7
Observed Animal Species

Rodents (Order: Rodentia)	Kangaroo rat (<i>Dipodomys</i> sp.)	Pocket gopher (<i>Thomomys bottae</i>)
Desert kit fox (<i>Vulpes macrotis</i>)	Desert cottontail (<i>Sylvilagus aububoni</i>)	Coyote (<i>Canis latrans</i>)
Horse (<i>Equus</i> Sp.)	Mourning dove (<i>Zenaida macroura</i>)	Sparrow sp. (Family: Emberizidae)
Common raven (<i>Corvus corax</i>)	Side blotched lizard (<i>Uta stansburiana</i>)	Ants, black, small (Order: Hymenoptera)
Bees, black, small (Order: Hymenoptera)	Cabbage white butterfly (<i>Pieris rapae</i>)	Wolf spider (Order: Araneida)
Darkling beetle (<i>Coelocnemis californicus</i>)	Harvester ants	Grasshopper (Order: Orthoptera)
Spider (Order: Araneida)	Butterfly (blue/orange) (Order: Lepidoptera)	

The proposed project area was characteristic of a shadscale-allscale (*Atriplex confertifolia*-*Atriplex polycarpa*) habitat alliance with clay pan and dune topography. Shadscale (*Atriplex confertifolia*) and allscale (*Atriplex polycarpa*) were the dominant perennial shrub species throughout the study area while goldfields (*Lasthenia californica*), and red stemmed filaree (*Erodium cicutarium*) were the dominant annual species. Alkali mariposa lilies in vegetative and bud stages were observed throughout most of the project site with the densest presence within the eastern half. Suitable habitat for alkali mariposa lilies existed throughout the study site. Rosamond eriastrum were not observed within the study site and suitable habitat does not appear to be present. Five Joshua trees in good condition were present within the southwest portion of the study site and range in height from one to five feet. Two Joshua trees were present within 30 feet of the southwestern boundary of the study site. One old dead and down Joshua tree was present in the northwest corner of the study site. No Barstow woolly sunflowers, Lancaster milk-vetch, or desert cymopterus, or suitable habitat were observed within the study site.

A total of 20 wildlife species or their sign were observed on the project site during the surveys. No desert tortoises or their sign were observed during the field survey. No burrowing owls or their sign were observed within the study site. No desert kit foxes or their dens were observed within the study site. Two old and one recent desert kit fox scat were observed within the study site. No Mohave ground squirrels were observed or detected audibly within the study site. No Northern California legless lizards were observed, however suitable habitat appeared to be present within the study area. No Swainson's hawk nest sites have been documented within 5 miles of the study site (CNDD 2020, eBird 2023). No bird nests were observed within the study site.

No desert tortoise, Mohave ground squirrel, or Rosamond eriastrum were not observed on the project site and suitable habitat is not present for these species. Therefore, no impacts would be expected to occur. However, the project site contains Joshua trees and alkali mariposa lilies both of which are considered sensitive plant species. The live Joshua trees are not expected to be

removed during construction and a suitable buffer would be placed around them. However, if they do need to be removed mitigation measures have been included below in accordance with the Joshua Tree Habitat Conservation Act recently approved by the California Governor. Additionally, appropriate mitigation measures have been included for the alkali mariposa lily. With implementation of these measures, impacts would be less than significant.

While no desert kit foxes, legless lizards, or birds nests were observed on the project site, the potential exists for these species to be present when construction starts. Therefore, mitigation measures have been included to ensure that impacts are less than significant. With implementation of the mitigation measures, impacts to sensitive plant and wildlife species would be less than significant.

Mitigation Measures

3. A nesting bird survey shall be conducted by a qualified biologist within 14 days prior to the start of construction/ground disturbing activities. If active bird nests are identified during the survey, the applicant shall contact the California Department of Fish and Wildlife to determine the appropriate mitigation/management requirements. Impacts to nesting birds will be avoided by delay of work or establishing a buffer of 500 feet around active raptor nests and 50 feet around other migratory bird species. A qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the “no-disturbance” buffer disturbs the birds and if the buffer shall be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the “no-disturbance” buffer may occur following an additional survey by the qualified biologist to search for any new bird nests in the restricted area.
4. A preconstruction survey for legless lizards shall be conducted with 14 days prior to the start of any construction activities. In the event that any lizards are found, they shall be relocated to a safe (construction free) area nearby prior to the start of any construction activities by a qualified biologist.
5. Prior to the disturbance of any Joshua trees on the project through any activities including trimming, transplanting, removal, etc., the applicant shall obtain permission through the California Department of Fish and Wildlife. Proof of the approval shall be provided to the City prior to the disturbance occurring. The applicant can either obtain an Incidental Take Permit through the traditional process or they can obtain the approval through the Joshua Tree Habitat Conservation Act.
6. Due to the presence of alkali mariposa lilies on the project site, the applicant shall retain a biologist to conduct a springtime sensitive plant survey specifically focused on alkali mariposa lilies. In the event that a springtime survey cannot be conducted, the biologist shall map all habitat suitable for these special status plant species. The biologist’s report shall include the total acreage of alkali mariposa lilies present or the suitable habitat for these species and the applicant shall be required to pay \$2,405/acre for these areas. The funds shall be placed into a designated account and utilized for the acquisition of conservation habitat within the Antelope Valley.

7. A preconstruction survey for desert kit fox shall be conducted no more than 30 days prior to the start of construction. In the even that potential dens are observed, the following buffer distances shall be established prior to construction activities:

- Desert kit fox potential den: 30 feet
- Desert kit fox active den: 100 feet
- Desert kit fox natal den: 500 feet

If avoidance of potential dens is not possible, the following measures shall be enacted:

- If the qualified biologist determines that potential dens are inactive, the biologist shall excavate these dens by hand with a shovel to prevent foxes from re-using them during construction.
- If the qualified biologist determines that potential dens may be active, an on-site passive relocation program shall be implemented. This program shall consist of excluding foxes from occupied burrows by installation of one way doors at burrow entrances, monitoring of the burrow for one week to confirm usage has been discontinued and excavation and collapse of the burrow to prevent reoccupation.
- After the qualified biologist determines that kit foxes have stopped using active dens within the project boundary, the dens shall be hand-excavated with a shovel to prevent re-use during construction.

- b. The study site was located within the Amargosa Creek Drainage (ephemeral wash system) which drains a large watershed from the San Gabriel Mountains into Rosamond Lake. Much of the historical water flow has been diverted from the Amargosa Creek Drainage. Sufficient flow remains within this wash system to support cryptobiotic soils, freshwater shrimp, water birds, and sensitive plant species. Ephemeral wash and interconnecting clay pans occur throughout and downstream of the study site.

These drainages and clay pans may be considered waters of the State by either or both the California Department of Fish and Wildlife and the Regional Water Quality Control Board. If these drainages are determined to be waters of the State, a Streambed Alteration Agreement and/or a Section 401 water quality permit would be required prior to any construction activities. Mitigation measures have been identified below to ensure that impacts would be less than significant.

Mitigation Measures

8. The applicant shall consult with the California Department of Fish and Wildlife (CDFW) to determine whether a Streambed Alteration Agreement is required for the washes on the project site. A copy of the agreement or documentation stating an agreement is unnecessary shall be submitted to the City of Lancaster prior to the issuance of any construction-related permits.

9. The applicant shall consult with the Lahontan Regional Water Quality Control Board (RWQCB) to determine if the washes on the project site are subject to their jurisdiction. Any necessary permits from the RWQCB shall be obtained prior to the issuance of construction related permits (e.g., grading, building, etc.) by the City of Lancaster.
- c. There are no State or federally protected wetlands on the project site as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur.
- d. 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, often between areas of conserved land.

The project site is surrounded by open desert and 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 project 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 (cities and counties) within the Plan Area. As such, there is no HCP that is applicable to the project site and no impact would occur.

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

- a-c. A cultural resources survey was conducted for the entire 160 acres of which the proposed project consists of 30. This survey was conducted by RT Factfinders Cultural Resources and documented in a report entitled “Phase I Cultural Resource Investigation for 154 Acres Southwest of the Intersection of 50th Street West and Avenue H, Lancaster, Los Angeles County, California” and dated February 2018.

A records search was requested from the South Central Coastal Information Center (SCCIC) for the project site and the surrounding area. A previous survey which encompassed the entire site was prepared in 2006 and result in the recording of a historic period site (P-19-003658). The site is a historic period refuse deposit with five principle loci and an associated artifact scatter and dated between the 1900s and 1960s. The site primarily contains household refuse. Several other Phase I surveys have been completed within a ½ mile of the project site with negative results. Additionally, a sacred lands file search was requested from the Native American Heritage Commission with negative results.

A field survey of the project site was conducted between February 2 and February 4, 2018 by walking east/west linear transects across the property spaced approximately 15 meters apart. No prehistoric resources were identified. One previously recorded historic period site was identified and found generally to be as originally described. As a result of the current survey, a total of 11 loci were identified all containing badly broken and fragmented artifacts and metal artifacts which were badly rusted and deteriorated.

Site P-19-003658 is a collection of relatively concentrated loci, primarily glass and ceramics, related by a large and diffuse scatter of cans and lighter objects. All loci are composed of badly fragmented and/or corroded artifacts. No structural remains were found on the property and the loci cannot be associated with any particular household. A well, indicated on a 1931 USGS map, could not be found and is either buried under 50th Street West or on neighboring property. Only one Native American artifact was found in Locus 11 dating between 1920-1940. Since it is out of original context, it provides no meaningful information. This site is not eligible for listing, and as

such impacts would be less than significant. No other cultural resources were identified on the project site. No human remains, including those interred outside of formal cemeteries, were identified on the project site.

While no specific tribal resources were identified on the project site during the AB 52 process, the Fernandeno Tataviam Band of Mission Indians and the Yuhaaviatam of San Manuel Nation (YSMN) both responded to the offer for consultation. Both tribes have requested specific measures to be included to ensure the appropriate treatment of any previously unknown cultural resources and for a tribal monitor. These measures have been identified below. With incorporation of these measures, impacts would be less than significant.

Mitigation Measures

10. The project applicant shall retain a professional Tribal monitor procured by the Fernandeno Tataviam Band of Mission Indians to observe all ground-disturbing activities including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, clearing, driving posts, auguring, blasting, stripping topsoil or similar activity. Tribal Monitor shall be assigned by the tribe to each machine or work crew engaged in ground disturbing activity that is active more than 100 feet from any other earthwork machine. In the event that Native American 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 assess the find. The archaeologist and Tribal monitor will have the authority to request ground disturbing activities cease within the area of a discovery. Work on the other portions of the Project outside of the buffered area may continue during this assessment period.
11. The applicant and Lead Agency shall, in good faith, consult with the Fernandeno Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during project implementation.
12. If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the Project.
 - a. Inadvertent discoveries of human remains and/or funerary object(s) are subject to California State Health and Safety Code Section 7050.5, and the subsequent disposition of those discoveries shall be 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.
13. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted regarding any pre-contact and/or historic-era finds

and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

14. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
15. 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.
16. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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.
17. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

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

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

Substantial 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 uses. 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 reduced 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.

The City of Lancaster adopted the Zero Net Energy (ZNE) Home Ordinance in February 2017. The ZNE Ordinance mandates all builders to install a solar system equal to two watts per square foot for each home built. Developers have three options available to comply with the City's ZNE requirement: a solar component, mitigation fees in lieu of a solar component, or a combination of both. The houses constructed as a result of the proposed project would comply with all of these regulations and would not conflict or obstruct a state or local plan for renewable energy or energy efficiency. This ordinance was made obsolete when the CalGreen Code went into effect on January 1, 2020. 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, which would render any potential impacts to a less than significant level. The site is generally level and is not subject to landslides (SSHZ).

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

- b. The project site is rated as having a low risk for soil erosion (USDA SCS Maps) when cultivated or cleared of vegetation. However, there remains a potential for water and wind erosion during construction. The proposed project would be required, under the provisions of the Lancaster Municipal Code (LMC) Chapter 8.16, to adequately wet or seal the soils to prevent wind erosion. Additionally, the mitigation measure listed below 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 City's Engineering Division. These provisions, which are part of the proposed project, would reduce any impacts to less than significant levels.

Mitigation Measures

- 18. 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 Avenue H to the east of 50th Street West and between 40th Street West and 50th Street West near Avenue I. For a discussion of potential impacts regarding liquefaction, please refer to Section VII.a. Therefore, no impacts would occur.
- d. The soil on the project site is characterized by a low shrink/swell potential and areas with no data (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 wastewater 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. A discussed in the air quality report prepared for the project and discussed under Item III. As part of the air quality report, an analysis of the projects potential greenhouse gas emissions was calculated for both construction and operation. These emissions are depicted in Tables 3 and 4. As shown in these tables, the estimated CO₂e emissions would be less than the established thresholds. Therefore, impacts would be less than significant.
- b. The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The 2022 Scoping Plan provides measures to achieve Senate Bill (SB) 32 targets and the SCAG RTP/SCS contains measures to achieve VMT reductions required under SB 375. An analysis of the project's consistency with the RTP/SCS is discussed in the land use section.

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

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

Energy

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

provides power that is 35% renewable while customers can upgrade to the 100% renewable energy plan.

- Measure 4.2.1d: Battery Storage – Behind the Meter – The applicant may utilize battery storage to ensure the availability of power during periods when sufficient power may not be available.

Water

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

Waste

- Measure 4.5.1b: Recycling Incentives – The facility will provide appropriate trash enclosures which will allow for the separation of waste into trash, recycling, and organics.

Community

- Measure 4.7.3a: Xeriscaping – All landscaping within the development would be native and/or drought tolerate in accordance with the City's Municipal Code.
- Measure 4.7.4c: Conservation Habitat Acquisition – All development projects are required to pay a Biological Impact Fee (\$770/acre) to offset the overall loss of biological resources within the Antelope Valley. This fee is utilized to fund the acquisition of habitat which is placed under a conservation easement.

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. <u>HAZARDS AND HAZARDOUS MATERIALS.</u> 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?				

- a-b. Construction of the proposed project would require typical construction materials to install the proposed building, parking lots, and other associated improvements. The project would not involve the demolition of any structures, and therefore, would not expose individuals or the environment to asbestos-containing materials or lead-based paint.

The project would require the routine transport, use, and disposal of hazardous materials for facility operations, including various chemicals associated with the manufacturing process for the electric school buses. These routine activities would be conducted in compliance with applicable regulations to minimize potential hazards to the public and to the environment. Any hazardous waste products produced would be transported offsite to appropriate disposal facilities.

The facility would also be equipped with safety mechanisms, such as fire protection and sprinkler systems, dust suppression systems, detectors/alarms, shutdown systems, and temperature monitoring and controls. Any additional safety mechanisms necessary would be determined as part of the engineering design. In addition, the project would require coordination with, and approval by, the Los Angeles County Fire Department for fire access, life safety equipment, and hazardous materials permitting. These requirements have been identified in the mitigation measures below. With implementation of the mitigation measures, impacts would be less than significant.

Mitigation Measures

19. The use, storage, and transport of hazardous materials associated with the operation of the proposed electric school bus manufacturing facility shall be in compliance with all applicable regulations. Any necessary permits shall be obtained from the Los Angeles County Fire Department, Antelope Valley Air Quality Management District, or other applicable agency.
 20. Disposal of any hazardous material shall be done in accordance with all applicable regulations and associated with an EPA HazWaste ID number issued for the project site.
- c. The project site is not located within a quarter mile of an existing or proposed school. The closest schools to the project site are Westwind Elementary and Sundown Elementary, both approximately 2.5 miles southeast and southwest, respectively, of the project site. Therefore, no impacts would occur.
 - d. A Phase I Environmental Site Assessment was prepared for the project site by Bruin Geotechnical Services Inc. The results of the study were documented in a report entitled "Phase – I Environmental Site Assessment Approximate 40-Acre Undeveloped Property, Western Half of Assessor Parcel #3269-011-015, Vicinity of 55th Street West and Avenue , Lancaster, CA 93536" and dated April 17, 2023.

A survey of the project site was conducted on April 2, 2023. During the site visit no evidence of environmental concern was observed on the subject property. No hazardous materials/waste, solid waste, wastewater, drains, sumps, clarifiers, underground or above ground storage tanks, wells, stained vegetation, pits, ponds, lagoons, or odors were observed. Windblown debris and trash was observed on the project site.

Additionally, a regulatory database search of applicable databases within certain distances was conducted by EDR. A review of the regulatory information from this database search did not identify the project site or surrounding properties within specified search distances on any of the regulatory databases. Therefore, no impacts would occur.

- e. The proposed project is approximately 1.25 miles south of the General William J Fox Airfield and is located within the airport land use plan for this airport. The project site is located in Zone E “Other Airport Environs” of this plan and has minimal restrictions with respect to development on the site. The proposed project would not exceed any of the restrictions identified in the plan and the operations at the airport are not likely to result in a safety hazard for people working or visiting the project site. Therefore, no impacts would occur.
- f. The traffic generated by the proposed project is not expected to block the roadways in the vicinity of the project. Improvements have been conditioned as part of the project that would ensure that traffic operates smoothly. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plan. Impacts would not occur.
- g. The subject property and most of the surrounding property is vacant. The project site is located within the service area of Fire Station No. 130, located at 44558 40th Street West, which would serve the 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 the immediate vicinity of an open body of water or in an aquifer recharge area. The small lake at Apollo Park is located approximately 1.25 miles to the northeast and the Amargosa Creek (desert wash) is located approximately 3 miles to the east on the eastern side of the Antelope Valley Freeway. The proposed project would be required to comply with all

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

The proposed project consists of the construction of a 650,000 square foot electric school bus manufacturing facility. The proposed project would contain a three drainage basins on the eastern portion of the project site, and landscaping would be provided around the perimeter of the site and throughout the parking areas. Additionally, the proposed project would comply all applicable rules and regulations regarding wastewater and would be registered with the Sanitation District as an industrial wastewater generator. As such the proposed project would not violate water quality standards and impacts would be less than significant.

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

The project site is designated as a mix of Flood Zone X and Flood Zone X-Shaded per Flood Insurance Rate Map (06037C0405F). Flood Zone X is located outside of both the 100-year and 500-year flood zones while Flood Zone X-Shaded is located outside of the 100-year flood but within the 500-year flood zone. Therefore, impacts would be less than significant.

- d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat, does not contain any enclosed bodies of water and is not in close proximity to any large bodies of water. Therefore, the proposed project would not be subject to inundation by seiches or mudflows. No impacts would occur.
- e. The proposed project would not conflict with or obstruct the implementation of the applicable water quality control plan or sustainable groundwater management plan. For additional information see responses X.a through X.c. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. <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 and operation of a 650,000 square foot electric school bus manufacturing facility on approximately 30 acres of a 160 acre site. The proposed project is currently zoned RR-2.5 and is proposing to change the general plan land use designation and zoning to Light Industrial (LI). Access to the project site would directly from Avenue H and the surrounding properties are predominantly vacant with some single family residences in the immediately vicinity. The proposed project would not block a public street, trail, or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.
- b. The proposed project would be consistent with the City's General Plan upon approval of the general plan amendment and zone change and must be in conformance with the Lancaster Municipal Code. Table 8 provides a consistency analysis of the proposed project with respect to the relevant goals, objectives, and policies of the General Plan upon approval of the general plan amendment and zone change. 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.

Table 8
General Plan Consistency Analysis

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

	City of Lancaster's Municipal Code, Section 8.50.
Policy 3.2.5: Promote the use of water conservation measures in the design of new developments.	The proposed facility will be designed and constructed in compliance with the Uniform Building Code and the California Green Building Code which include water conservation requirements.
Policy 3.3.1: Minimize the amount of vehicular mile traveled.	The proposed development will provide another source of jobs for the local economy. This will allow residents to work in the Antelope Valley instead of commuting to the Los Angeles basin for work. This would reduce the amount of VMT generated for work-based trips. Additionally, the project would pay the City's VMT Mitigation Impact Fee to reduce their VMT impacts. This fee would be utilized to install alternative transportation improvements within the City.
Policy 3.3.3: Minimize air pollutant emissions by new and existing development.	The proposed project could comply with all air district regulations regarding air emissions and dust control. All emissions associated with the construction and operation of the project would be less than significant. Additionally, the proposed project would be constructing electric school buses which would help school transportation agencies reduce their emissions.
Policy 3.4.2: Preserve significant desert wash areas to protect sensitive species that utilize these habitat areas.	As discussed in the biological resources section, the project site contains clay pans and drainages and also provides habitat for some special status plant species. Mitigation measures have been identified which would reduce impacts to less than significant levels.
Policy 3.4.4: Ensure that development proposals, including City sponsored projects, are analyzed for short- and long-term impacts to biological resources and that appropriate mitigation measures are implemented.	Section IV of this initial study discusses the biological resources on the project site and identifies mitigation measures to ensure impacts to these resources are less than significant.
Policy 3.5.1: Minimize erosion problems resulting from development activities.	The proposed project will comply with all dust control and erosion measures. These include best management practices as identified in NPDES and the air quality regulations pertaining to dust control.
Policy 3.5.2: Since certain soils in the Lancaster study area have exhibited shrink-swell behavior and a potential for fissuring, and subsidence may exist in other areas, minimize	A geotechnical study is required to be prepared by a registered professional engineer and submitted to the City as part of the grading and building plans. All recommendations within

the potential for damage resulting from the occurrence of soils movements.	the study are required to be followed.
Policy 3.6.1: Reduce energy consumption by establishing land use patterns which would decrease automobile travel and increase the use of energy efficient modes of transportation.	The proposed project would be built in an area that has been designated for industrial type uses upon approval of the general plan amendment and zone change and is immediately adjacent to industrially zoned property. It would provide additional job opportunities for local residents which would reduce the amount of energy consumed on transportation.
Policy 3.6.2: Encourage innovate building, site design, and orientation techniques which minimize energy use.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code.
Policy 3.6.3: Encourage the incorporation of energy conservation measures in existing and new structures.	The proposed project would be constructed in accordance with the Uniform Building Code and the California Green Building Code.
Policy 3.6.6: Consider and promote the use of alternative energy such as wind energy and solar energy.	The proposed project would obtain its energy from Lancaster Choice Energy which provides energy from a variety of sources including wind and solar.
Policy 3.8.1: Preserve views of surrounding ridgelines, slope areas and hilltops, as well as other scenic vistas.	The proposed project would not block the views of any scenic resources availability from the project site. Additionally, landscaping would installed around the perimeter of the site and throughout the parking areas to enhance the appearance of the developed site.
Policy 4.3.1: Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved.	The proposed development is required to meet the noise standards of the City's General Plan and mitigation measures are required to ensure that these levels are met.
Policy 4.4.2: Limit the uses surrounding airport facilities at Fox Field, Edwards Air Force Base, and Plant 42 to ensure their continued safe operation.	The proposed project is located within the boundaries of the Fox Field Airport Land Use Plan. The project complies requirements of the Land Use Plan and would not impact the operation of the Fox Field airfield.
Policy 4.5.1: Ensure that activities within the City of Lancaster transport, use, store, and dispose of hazardous materials in a responsible manner which protects the public health and safety.	The proposed project would utilize common hazardous materials during its construction and operations including oils/lubricants, pesticides, cleaning agents, paints, etc. All use would be in accordance with applicable rules and regulations.
Policy 4.7.2: Ensure that the design of new development minimizes the potential for fire.	The proposed project would be developed in accordance with all applicable fire code regulations. Additionally, fire hydrants would be installed both on/off site and the site is

	within the service boundaries of several fire stations.
Policy 9.1.2: Maintain ongoing, open communication with area school districts, and take a proactive role to ensure that communication is maintained.	All projects are routed to the appropriate school districts for review to ensure that they can adequately provide for any new students as a result of development projects.
Policy 14.1.1: Design the City's street system to serve both the existing population and future residents.	The proposed project would be required to make any necessary improvements to the surrounding roadways to ensure smooth operations.
Policy 14.1.4: Encourage the design of roads and traffic controls to optimize the safe traffic flow by minimizing turning movements, curb parking, uncontrolled access, and frequent stops.	The proposed project would be required to make any necessary improvements to the surrounding roadways to ensure smooth operations.
Policy 14.5.1: Provide adequate roadways and a support system to accommodate both automobile and truck traffic.	The project site is located along Avenue H which is adequate to handle traffic generated by the proposed project.
Policy 15.1.2: Cooperate with local water agencies to provide an adequate water supply system to meet the standards for domestic and emergency needs.	The proposed project would obtain its water from Los Angeles County Waterworks District 40 in accordance with existing regulations and requirements.
Policy 15.3.1: Direct growth to areas with adequate existing facilities and services, areas which have adequate facilities and services committed, or areas where public services and facilities can be economically extended.	The necessary utilities and services to support the proposed project are located within vicinity of the site or can be easily extended to serve the project site.
Goal 16: To promote economic self-sufficiency and a fiscally solvent and financially stable community.	The proposed project would generate approximately 650 new permanent jobs and revenues associated with the construction and operation of the facility.
Policy 17.1.4: Provide for office and industrial based employment-generating lands which are highly accessible and compatible with other uses in the community.	The project site is located immediately adjacent to the Fox Field Specific Plan area which is designated for industrial uses. The proposed project would change the general plan designation and zoning of the proposed site to Light Industrial consistent with the property to the north. This area has the appropriate infrastructure to support those uses. Additionally, the relatively close proximity to the Antelope Valley Freeway makes the project site easily accessible.
Policy 18.2.2: Encourage appropriate development to locate so that municipal services can be efficiently provided.	The project site is located immediately adjacent to the Fox Field Specific Plan area which is designated for industrial uses. The proposed project would change the general

	plan designation and zoning of the proposed site to Light Industrial consistent with the property to the north. This area has the appropriate infrastructure to support those uses. Additionally, the relatively close proximity to the Antelope Valley Freeway makes the project site easily accessible.
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In addition to the City's General Plan, the Southern California Association of Governments (SCAG) adopts a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every five years. On May 7, 2020, SCAG adopted the 2020-2045 RPT/SCS, known as Connect SoCal for federal transportation community purposes only. On September 3, 2020, SCAG adopted Connect SoCal for all other purposes. The RTP/SCS identifies ten regional goals; these goals are identified in Table 9 along with the project's consistency with these goals.

Table 9
Connect SoCal Consistency Analysis

Goals	Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	The proposed project is anticipated to generate 650 permanent jobs. This would help support the regional economic property and global competitiveness of the Antelope Valley and surrounding areas.
Goal 2: Improve mobility, accessibility, reliability and travel safety for people and goods.	The project site is approximately 2.5 miles west of the Antelope Valley Freeway along a major arterial. The close proximity to the freeway will facilitate the movement of goods. Additionally, the proposed project is a manufacturing facility for electric school buses which will increase reliability and travel safety for children.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Not applicable to the proposed project.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	The proposed project would manufacture electric school buses providing additional options for transportation agencies.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	The proposed project would provide a electric school bus manufacturing facility in close proximity to potential end users of the goods and in an area where many people commute to go to work. It would also create 650 new jobs which would allow individuals to work local instead of commuting thereby reducing greenhouse gases and improving air quality.

Goal 6: Support health and equitable communities.	The proposed project would manufacture electric school buses providing additional options to transportation agencies which would support health and equitable communities by reducing transportation related emissions.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	The proposed project would manufacture electric school buses providing additional options to transportation agencies which would support health and equitable communities by reducing transportation related emissions.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not applicable to the proposed project.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not applicable to the proposed project.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	Not applicable to the proposed project.

While the proposed project is not a housing project, and as such was not analyzed for consistency with the housing element in detail, it is being proposed on land that is currently designated and zoned for residential uses. The current zoning of the project site is RR-2.5 which would allow for a maximum of 64 single family residences over the 160 acres or 12 residences on the 30 acre site proposed for the electric school bus manufacturing facility.

The recently certified City of Lancaster Housing Element Program H-1.2, No Net Loss, requiring the City to ensure that it can accommodate its share of the Regional Housing Needs Assessment (RHNA) in accordance with Government Code Section 65863. The Housing Element includes a surplus inventory of sites to meet this need. The 160 acres proposed for the general plan amendment and zone change are not listed in the Housing Element as sites to be utilized to accommodate the RHNA numbers. As such, changing the zoning of the subject property from RR-2.5 to Light Industrial would not have an impact on the City's ability to meet its RHNA numbers.

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. <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 Christopher Jean & Associates, Inc. Acoustical Consulting Services and documented in a report entitled “Revised Acoustical Analysis Bus Manufacturing Facility, City of Lancaster” and dated June 9, 2023.

Scattered residential uses exist around the perimeter of the project site. These sensitive noise receptors are currently exposed to a certain amount of environmental noise generated by activities in the project area. The general noise levels at the nearby residences were calculated and currently range between 44 dbA and 46 dBA.

Construction noise sources could include pile drivers, bulldozers, graders, backhoes, loaders, dump trucks, water trucks, rollers, compactors, jack hammers, air compressors, pneumatic tools, hammers, saws, etc. Construction noise will also include truck deliveries and worker's vehicles driving on and off the site. Since no structures can exist at the time of the grading process, it is difficult to mitigate the noise associated with grading and excavation. Best management practices have been identified to reduce noise levels during construction to the greatest extent possible. These measures are identified below.

The project will be used to manufacture electric powered school buses. The manufacturing process could involve a variety of process including installing pre-made body parts onto a truck chassis manufactured off site, to a complete in-house manufacture of the chassis and drive train, stamping, painting and installing body parts, as well as upholstering the bus interiors. For purposes of analysis, a worst-case scenario is assumed with every aspect of the bus

manufacturing process occurring on site. Noise levels for different manufacturing noise sources were identified in the study and range from 81 dBA to 96 dBA at 50 feet. Depending on the number of sources operating at one time, it would not be surprising for combined noise levels as high as 100 dBA to occur inside the project building.

The building structure will provide around 10 dBA of interior to exterior noise reduction with the roll-up doors open. Thus, the project can be expected to produce worst-case noise levels as high as 90 dBA at a distance of 50 feet outside the building. These noise levels were projected out to the nearest residential uses. The results show that noise from the manufacturing process inside the project building will not exceed the existing maximum ambient noise levels and will not exceed the City's 65 dBA residential noise limit. Keeping the roll-up doors closed when not actually in use would reduce the project noise another 10 dBA. Additionally, the City requires all manufacturing process to occur within an enclosed building and a mitigation measure has been included to ensure that they only time the roll-up doors are open is when buses are being moved in or out.

In addition to the manufacturing process noise sources, vehicle movements on site will create noise. These vehicles could include employee vehicles and truck deliveries. Truck deliveries to the site will require trucks to drive onto the site, maneuver to a loading door or other loading area, the truck may be left idling or shut down, and forklifts would be used to load/unload the truck. Once loaded or unloaded, the truck would be restarted if shut down, maneuvered away from the loading door or area, then driven off the site. Since truck deliveries tend to be single trucks accessing the site at one time, the most significant potential noise impact will be due to the maximum noise level. The loudest noise source during this process is the air brake at 92 dBA at a distance of 50 feet. Projecting this level from the nearest site entry driveway out to the nearest receptor results in a maximum level of 75 dBA. This level does not exceed the existing ambient maximum noise level but does exceed the City's 65 dBA limit. Therefore, with the inclusion of best management practices and requirements for the doors on the facility to be closed during manufacturing, impacts associated with noise would be less than significant.

Mitigation Measures

21. 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.
22. 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.
23. Electrically powered equipment shall be used instead of pneumatic or internal combustion powered equipment, where feasible.
24. Material stockpiles and mobile equipment staging, parking and maintenance areas shall be located as far away as practicable from noise-sensitive receptors.

25. The use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
 26. No project-related public address or music system shall be audible at any adjacent receptor.
 27. 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.
 28. All manufacturing operations shall be conducted inside of the building with the roll-up doors closed. The roll-up doors shall only be utilized to move buses in and out of the facility.
- b. It is not anticipate that the grading of the proposed project would require the use of machinery that generates ground-borne vibration as no major subsurface construction (e.g., parking garage) is planned. No ground mounted industrial-type equipment that generates ground vibration would be utilized once the residences are constructed and occupied. Therefore, no impacts associated with ground-borne vibration/noise are anticipated.
 - c. The project site is located approximately 1 mile south of the William J Fox Airfield and it is located within Zone E of the General William J Fox Airfield Land Use Compatibility Plan. This zone is designated as "Other Airport Environs" and has minimal restrictions with respect to land use. It is not anticipated that the operations at the airport would impact the proposed development or the workers and visitors to the location due to the distance from primary airport operations. As such, 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 through the construction and operation of a 650,000 sf electric school bus manufacturing facility. The proposed project is anticipated to employ 650 permanent positions and it is expected that these positions would be filled by current residents of the Antelope Valley. Additionally, while it is likely that individuals involved in the construction of the proposed project or residing at the proposed project would come from the Antelope Valley, it is possible that people could move to the Antelope Valley for work or to live. However, while any increase in population would contribute, on an incremental basis, to the population of the City, it will fall within both the City's and SCAG's projections. As such, impacts would be less than significant.
- 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. <u>PUBLIC SERVICES.</u>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?			X	
Police Protection?			X	
Schools?			X	
Parks?			X	
Other Public Facilities?			X	

- a. The proposed project would increase the need for fire and police services during construction and occupancy of the development; however, the project site is within the current service area of both these agencies and the additional time and cost to service the 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 (see Item XIII) and may increase the number of students in the Westside Union 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-b. The proposed project would generate additional population growth and would contribute on an incremental basis to the use of the existing park and recreational facilities. The proposed development includes the construction of a 650,000 square foot electric school bus manufacturing facility and is anticipated to 650 individuals between office staff and manufacturing staff. It is likely that many of the individuals who will be employed by the development would come from the Antelope Valley and would already be utilizing the existing recreational facilities. Therefore, no additional impact would be anticipated. The applicant would also be required to pay park fees which would offset the impacts of the development on the existing parks. The development of the proposed project would not require construction of additional offsite recreational facilities or the expansion of existing ones. 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). Specifically, the proposed project is for the construction of an electric school bus manufacturing facility. While it is not immediately nearby public transportation options, it is in close proximity to the freeway and would also help further implement other alternative transportation options. 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 or more of these criteria, a VMT analysis is not required. These criteria are: 1) project site – generates fewer than 110 trips per day; 2) locally serving retail – commercial developments of 50,000 square feet or smaller; 3) project located in a low VMT area – 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities. The proposed project does not meet any of the screening criteria and a VMT analysis was conducted for the proposed project as part of the traffic study prepared by Ruetters & Schuler. The specific VMT analysis was prepared by LSA Associates.

This analysis determined that the proposed project needs to reduce its vehicle miles traveled by 3,702 VMT in order to be 15% below the City's thresholds. However, on January 24, 2023, the City of Lancaster City Council adopted the Vehicle Miles Traveled Impact Fee Mitigation Program and certified the accompanying Final Program Environmental Impact Report, Findings, and Statement of Overriding Considerations. The VMT mitigation program allows developers to pay \$150 per VMT to mitigate their VMT impacts and tier off of the Program EIR. The fee associated with the 3,702 VMT reduction needed is \$555,300. With payment of the fee, the proposed project's VMT impacts would be less than significant.

Mitigation Measures

29. The proposed project shall pay \$555,300 to mitigate its VMT impacts in accordance with the City's Vehicle Miles Traveled Impact Fee Mitigation Program approved by the City Council on January 24, 2023.
- c. Street improvements required as conditions of approval 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 two driveways on Avenue H and driveways from the project access roadway on the eastern boundary of the project site. 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 cultural resources are present on the project site. Additionally, no specific tribal resources were identified during the AB 52 process; however, both the YSMN and FTBMTI responded to the offer to consult. Both tribes requested specific measures be included to ensure the proper treatment of any cultural resources found during construction activities and for a tribal monitor. These measures have been included in the cultural resources section. As such, no impacts to Tribal Cultural Resources would occur.

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

- a. The proposed project would be required to connect to the existing utilities such as electricity, natural gas, water, wastewater, telecommunications, etc. These services already exist in the vicinity of the project site. Connections would occur on the project site or within existing roadways or right-of-ways. Connections to these utilities are assumed as part of the proposed project and impacts to environmental resources have been discussed throughout the document. As such, impacts would be less than significant.
- b. The Los Angeles County Waterworks District No. 40 has not indicated any problems in supplying water to either phase of the proposed project from existing facilities and the applicant is responsible for acquiring water in accordance with established procedures. No new construction of water treatment or new or expanded entitlements would be required. Therefore, water impacts would be less than significant.

- c. The project site is located outside the jurisdictional boundaries of District No. 14; however, the District can provide service upon annexation. All wastewater would be treated at the Lancaster Water Reclamation Plant which has a design capacity of 18 million gallons per day (mgd) and currently produces an average recycled water flow of 13.9 mgd. The proposed project would discharge to a local sewer line for conveyance to the Districts' Avenue I West Trunk Sewer located in Avenue I just west of 50th Street West. This trunk sewer has a capacity of 13.6 mgd and conveyed a peak flow of 0.6 mgd when last measured in 2021. The proposed project would generate 26,250 gallons of wastewater per day. The proposed project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.
- d-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 2025. In 2011, AB 341 was passed which required the State to achieve a 75% reduction in solid waste by 2030. The City of Lancaster also requires all developments to have trash collection services in accordance with City contracts with waste haulers over the life of the proposed project. These collection services would also collect recyclable materials and organics. The trash haulers are required to be in compliance with applicable regulations on solid waste transport and disposal, including waste stream reduction mandated under AB 341.

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

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

a. See Item IX.f.

b-d. The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the service boundaries of Fire Station No. 130, located at 44558 40th 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
XXI. <u>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?				
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)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				

- a. The proposed project consists of the construction and operation of a 650,000 square foot electric school bus manufacturing facility in the Light Industrial zone. In addition to the proposed development application, the applicant is requesting a general plan amendment and zone change to change the designation and zoning of 160 acres to Light Industrial from Non-Urban Residential and RR-2.5. The proposed development would occur on 30 of the 160 acres. Other projects have been approved and/or submitted within approximately one mile of the project site (Table 10). These projects are also required to be in accordance with the City's zoning code and General Plan.

Cumulative impacts are the change in the environment, which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable projects. The proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Mineral Resources, Tribal Resources and Wildfire. The project would create impacts to other resource areas and mitigation measures have identified for Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Transportation. Many of the impacts generated by projects are site specific and generally do not influence the impacts on another site. All projects undergo environmental

review and have required mitigation measures to reduce impacts when warranted. These mitigation measures reduce environmental impacts to less than significant levels whenever possible. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

Table 10
Related Projects List

Case No.	Location	Acres	Description	Status
SPR 21-015	SWC of Ave G & 14 Freeway	68.14	1,240,630 sf industrial/distribution facility	Under review
SPR 23-004	NEC of 45 th St W & Ave G	38	647,000 sf industrial/distribution facility	Approved
SPR 23-003	SEC of 47 th St W & William Barnes Ave	32	581,000 sf industrial/distribution facility	Approved
CUP 17-033	NEC of Ave G & 40th St W	3	2 bldgs totaling 49,800 sf for cannabis cultivation and manufacturing	Under review
SPR 23-002	NEC 35th St W & Ave H	20	395,000 sf industrial/distribution facility	Under review
SPR 22-006	South side of Ave H between 25th St W & 27th St W		20,750 sf bldg. for stone cutting/cement storage (2k sf office, 15k sf warehouse, 3,750 sf cement repacking)	Under review
TTM 63215	42nd St W & Ave H	20	85 lot residential subdivision in the R- 7000 zone	Under review
TTM 70180/CUP 15-18	NEC Lancaster Blvd & 44th St W	19.55	Subdivision for 109 SFR lots and 6 open space lots	Approved
TTM 70181/CUP 15-15	NWC Lancaster Blvd & 40th St W	23.36	Subdivision for 141 SFR lots and 6 open space lots	Approved
TTM 70182/CUP 15-16	Generally bounded by Ave I, 40th St W, Jackman, 42nd St W	28.10	Subdivision for 139 SFR lots, 3 open space lots and one drainage channel	Approved
TTM 70892/CUP 15-17	SEC Ave I & 40th St W	29.43	Subdivision for 154 SFR lots, 2 open space lots and one drainage channel	Approved
TTM 83497	NWC 40th St W & Ave I		163 lot subdivision (161 residential, 2 drainage basins)	Under review

List of Referenced Documents and Available Locations*:

AIR:	Air Quality Study – BYD School Bus Manufacturing Plant, Lancaster, CA, MS Hatch Consulting, July 21, 2023	CDD
BRR:	Biological Resource Assessment of a 40 Acre Parcel, Lancaster, California, Mark Hagan, April 24, 2023	CDD
CRS:	Phase I Cultural Resource Investigation for 154 Acres Southwest Of the Intersection of 50 th Street West and Avenue H, Lancaster, Los Angeles County, California, RT Factfinders Cultural Resources, February 2018	CDD
ESA:	Phase I Environmental Site Assessment Approximate 40-Acre Undeveloped Property Western Half of Assessor Parcel #3269-011-015, Vicinity of 55 th Street West and Avenue H, Lancaster, California 93536, Bruin Geotechnical Services, Inc. April 17, 2023	CDD
FIRM:	Flood Insurance Rate Map	CDD
GPEIR:	Lancaster General Plan Environmental Impact Report	CDD
LACSD:	Los Angeles County Sanitation Districts Letter, May 22, 2023	CDD
LACW:	Los Angeles County Waterworks email, May 4, 2023	CDD
LGP:	Lancaster General Plan	CDD
LMC:	Lancaster Municipal Code	CDD
LMEA:	Lancaster Master Environmental Assessment	CDD
NOI:	Revised Acoustical Analysis, Bus Manufacturing Facility, City Of Lancaster, Christopher Jean & Associates, Inc., Acoustical Consulting Services, June 9, 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

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