lancaster ca
it's positively clear

City of Lancaster
Initial Study

1.	**Project title and File Number:**	Conditional Use Permit No. 18-17
2.	**Lead agency name and address:**	City of Lancaster Development Services Department Community Development Division 44933 Fern Avenue Lancaster, California 93534
3.	**Contact person and phone number:**	Jocelyn Swain, Senior Planner City of Lancaster Development Services Department (661) 723-6100
4.	**Location:**	5± acres at the northeast corner of Avenue K and 20th Street East (APNs: 3129-019-031, -032; 3129-020-036) (see Figure 1)
5.	**Applicant name and address:**	Imad Aboujawdah 885 Patriot Drive, Unit C Moorpark, CA 93021
6.	**General Plan designation:**	C (Commercial)
7.	**Zoning:**	CPD (Commercial Planned Development)

8. **Description of project:**

The proposed project consists of the construction and operation of a gas station/mini-mart/car wash with alcohol sales. The mini-mart would be approximately 5,187 square foot and would allow for the off-sale of beer and wine. The mini-mart is located along 20th Street West close to the intersection with Avenue K. A 6,935 square foot fueling canopy with 10 fueling stations would be located in the central portion of the project site. The automated car wash is located along the northern property boundary.

Access to the project site would be through a driveway on Avenue K and another driveway along 20th Street West. Parking and lighting would be provided throughout the site with the lighting focused downward to eliminate the potential for spillage. The mini-mart and gas station would operate 24/7 with alcohol sales limited in hours. The car wash would also be limited to operating during daytime hours.

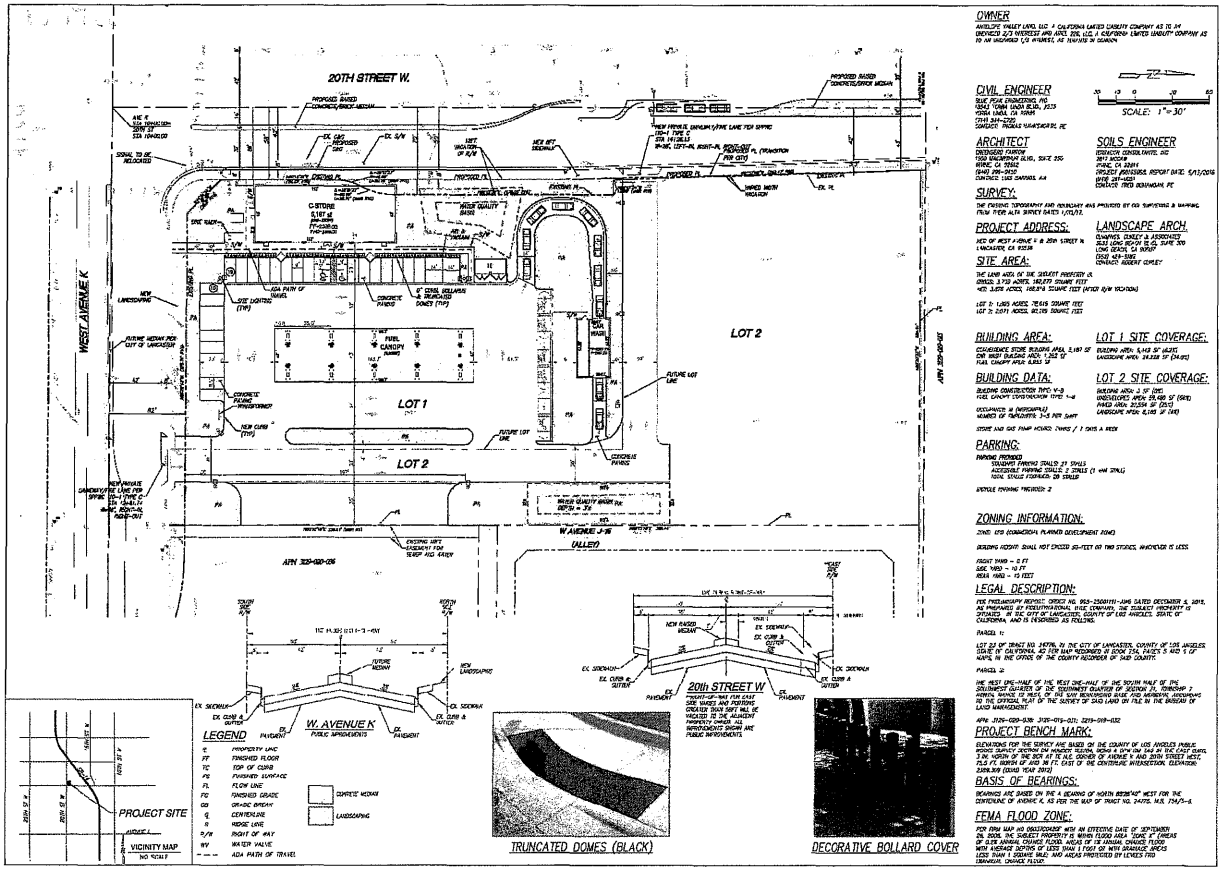

Figure 1, Conceptual Site Plan

9. Surrounding land uses and setting:

The project site is located in a developed area in the central portion of the City with a mix of commercial and residential developments immediately adjacent to the project site. Residential apartments and townhomes are located to the north and northeast of the project site. Commercial developments with restaurants, grocery stores, coffee houses, and other commercial uses are located on the northwest and southwest corners of the intersection of 20th Street West and Avenue K. South of the project site is an AM/PM and Chevron, both of which sell alcohol, and a small strip mall with an Indian grocery store, pet store, and other assorted commercial uses. To the east of the project site is an office building.

The Antelope Valley Freeway (State Route 14) has on/off ramps approximately 0.5 miles east of the project site and 0.5 miles north of the project site.

Table 1
Zoning/Land Use Information

Direction	Zoning		Land Use
	City	County	
North	HDR	N/A	Apartment complex
East	C/HDR	N/A	Apartment complex, Office Building
South	C	N/A	Gas stations, small strip mall
West	CPD	N/A	Shopping centers with restaurants, grocery stores and other commercial uses

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:

- Southern California Edison
- Antelope Valley Air Quality Management District
- Los Angeles County Waterworks District 40
- Los Angeles County Sanitation District
- Regional Water Quality Control District

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, the City sent letters to a total of six tribes (seven individuals) that were identified by the Native American Heritage Commission or had directly

contacted the City for notification via certified, return receipt mail on October 9, 2018. These letters included copies of the site plan, cultural resources report, and an aerial photograph. Table 2 identifies the tribes, individual 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	Jairo Avila/Tribal Historic and Cultural Preservation Officer	October 12, 2018
San Fernando Band of Mission Indians	John Valenzuela/ Chairperson	October 26, 2018
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas/ Chairman	October 12, 2018
Morongo Band of Mission Indians	Denisa Torres/ Cultural Resources Manager	October 15, 2018
Morongo Band of Mission Indians	Robert Martin/ Chairperson	October 15, 2018
Serrano Band of Mission Indians	Goldie Walker/ Chairperson	October 15, 2018
San Manuel Band of Mission Indians	Lee Clauss/ Director of Cultural Resources	October 13, 2018

Of the six tribes, one responded to the City's letter. The Morongo Band of Mission Indians responded in November 2018 via email that they would like copies of the surveys from the surrounding area. City staff requested that the applicant contact the archaeologist who prepared the cultural resources survey and ask for copies of the documents. Unfortunately, the archaeologist cannot provide the documents to a third party as it violates his agreement with the South Central Coastal Information Center. City staff remains committed to working with the tribe to address any issues that they may have. Mitigation measures have been included in the cultural resources section which identify the procedures to follow in the event that cultural resources are identified on the site during construction.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: On the basis of this initial evaluation:

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

__X__ 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, Senior Planner

4/15/20
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

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

a. The project site and surrounding area is predominantly developed with commercial and residential uses. There are some undeveloped lots scattered throughout the area; however, these are small in comparison to the surrounding developed areas. The General Plan Master Environmental Assessment (LMEA Figure 12-1) identifies five scenic areas in and around the City of Lancaster. None of these scenic areas are visible from the project site; however brief glimpses of the mountains surrounding the Antelope Valley are visible from the roadways adjacent to the project site.

With implementation of the proposed project, the available views would not change and would continue to be available from the roadways and areas surrounding the project site. The change in the project site would be visible as it would be developed with a mini-mart/gas station/car wash on a lot which is currently dirt with minimal amounts of vegetation. Therefore, no impacts would occur

b. The project site does not contain any rock outcroppings, trees, or buildings (historic or otherwise) and is not located along a scenic highway. Therefore, no impacts would occur.

c. The proposed project is consistent with the zoning code as it pertains to this use and zone. Additionally, the City of Lancaster adopted Design Guidelines on December 8, 2009 (updated March 30, 2010). These guidelines provide the basis to achieve quality design for all

development within the City of Lancaster and are intended to provide for an attractive and unique image for the community by creating a walkable, sustainable, cohesive and enduring built environment. The proposed project is consistent with the intent of the design guidelines; specifically, the guidelines pertaining to 360 degree architecture, landscaping, and the screening of gas pumps. Therefore, impacts would be less than significant.

d. The existing ambient light in the immediate vicinity of the project site is moderate to high. Both Avenue K and 20th Street West are major roadways with street lighting and vehicle headlights. The surrounding commercial and residential uses are well lit and the commercial uses are open until later in the evening; while the gas stations are open 24/7. The proposed project would generate additional ambient light in the form of site lighting, vehicle headlights, and lights from the interior of the mini-mart. This lighting would be focused downward onto the project site. Additionally, the proposed project would not introduce substantial amounts of glare as the development would be constructed primarily from non-reflective materials. Therefore, light and glare impacts would be less than significant.

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

a. The California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (FMMP), tracks and categorizes land with respect to agricultural resources. Land is designated as one of the following and each has a specific definition: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, 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; however, the 2018 map has not been published. Based on the 2016 map, the project site is designated as Urban and Built-Up Land.

Urban and Built-Up Land is defined as "land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf course, sanitary landfills, sewage treatment, and water control structures." As the project site is not designated as farmland of importance by the State nor is it currently utilized for agricultural purposes, no impacts to agricultural resources would occur.

b. The project site is designated as CPD (Commercial Planned Development) which does not allow for agricultural uses. Additionally, the project site is located in the central portion of the City and is surrounded by commercial and residential development on property which does not allow for agricultural uses. The project site is not under agricultural production and none of the surrounding properties are under agricultural production. Additionally, the project site and surrounding area are not subject to a Williamson Act contract. Therefore, no impacts would occur.

c-d. According to the City of Lancaster's General Plan, there are no forests or timberlands located within the City of Lancaster. Therefore, the proposed project would not result in the rezoning of forest or timberland and would not cause the loss of forest land or the conversion of forest land to non-forest land. Therefore, no impacts would occur.

e. See responses to Items IIa-d.

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

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 is consistent with the General Plan and Zoning Code. Therefore, the proposed project would not conflict with or obstruct implementation of the Air Quality Management Plan and no impacts would occur.

b. The project site is located within the boundaries of the Antelope Valley Air Quality Management District (AVAQMD) and therefore, is subject to compliance with the thresholds established by the AVAQMD. These thresholds are identified in the AVAQMD's *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines* document dated August 2016. The thresholds are summarized in Table 3.

An air quality study was prepared by MS Hatch Consulting and documented in a report entitled "Air Quality/GHG Study – Circle K Convenience Store, Gas Station, and Car Wash – West Avenue K and 20th Street West, Lancaster, CA" and dated January 14, 2019. The air quality study estimated the daily and annual emissions from construction and operation of the gas station and car wash using CalEEMod Version 2016.3.2. Additionally, the toxic air contaminants from the underground storage tanks using Phase I and II controls was estimated using HARP. These numbers are documented in Tables 4, 5, and 6. All emissions are well below the thresholds and no mitigation measures are required.

Table 3
AVAQMD Air Quality Thresholds

Criteria Pollutant	Annual Threshold (Tons)	Daily Threshold (lbs)
Greenhouse gas (CO_2e)	100,000	548,000
Carbon Monoxide (CO)	100	548
Nitrogen Oxides (NO_x)	25	137
Volatile Organic Compounds (VOC)	25	137
Sulfur Oxides (SO_x)	25	137
PM_{10}	15	82
$PM_{2.5}$	12	65

Table 4
Daily Construction and Operational Emissions Summary

	Total Emissions (pounds per day)						
Emissions Source	**VOC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**	**CO2e**
Construction Emissions							
Construction (2020)	12.17	41.70	29.62	0.06	5.12	3.30	5,471
Operational Emissions							
Area Sources	0.34	<0.01	<0.01	0.00	<0.01	<0.01	<1
Energy	<0.01	0.02	0.02	<0.01	<0.01	<0.01	24
Mobile Sources	10.38	34.93	51.12	0.12	6.30	1.76	12,502
Stationary	4.17	0.00	0.00	0.00	0.00	0.00	0
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
Total Operational Emissions	**14.89**	**34.95**	**51.14**	**0.12**	**6.31**	**1.76**	**12,527**
Significant Emissions Threshold	**137**	**137**	**548**	**137**	**82**	**65**	**548,000**

The proposed project, in conjunction with other development as allowed by the General Plan, would result in a cumulative increase in pollutants. However, since the emissions associated with the construction and operation of the proposed project would be less than significant; its contribution would not be cumulatively considerable. A discussion of dust control and associated mitigation measures can be found under the Geology and Soils section.

Table 5
Annual Construction and Operational Emissions Summary

	Total Emissions (tons per year)						
Emissions Source	**VOC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**	**CO2e**
Construction Emissions							
Construction (2020)	0.17	1.14	0.80	<0.01	0.13	0.08	140
Operational Emissions							
Area Sources	0.06	0.00	<0.01	0.00	0.00	0.00	<1
Energy	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01	57
Mobile Sources	1.16	5.19	7.83	0.02	0.91	0.26	1,571
Stationary	0.76	0.00	0.00	0.00	0.00	0.00	0
Waste	N/A	N/A	N/A	N/A	0.00	0.00	0
Water	N/A	N/A	N/A	N/A	0.00	0.00	1
Total Operational Emissions	**1.98**	**5.19**	**7.84**	**0.02**	**0.91**	**0.26**	**1,629**
Significant Emissions Threshold	**25**	**25**	**100**	**25**	**15**	**12**	**100,000**

Table 6
Cancer and Noncancer Chronic, 8-hour Chronic, and Acute HI Levels

Sensitive Receptor	**Cancer**	**Chronic HI**	**8-Hour Chronic HI**	**Acute HI**
Residences along Avenue J-15	1.34E-06	0.0048	0.0048	0.11
Residences along Caramle Ct, Sheridan Circle, and Osage Ct	2.15E-07	0.00076	0.00076	0.066
Significant Risk Threshold	**1.0E-05**	**1**	**1**	**1**

c. The closest sensitive receptors to the project site are the residential uses immediately to the north and northeast (apartment complex and townhomes). Carbon monoxide concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, school children, elderly, hospital patients, etc.). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high background levels CO concentrations, modeling is recommended to determine the project's effect on local CO levels. The background levels of CO, as reported by the Lancaster Air Monitoring Station on Division Street showed the highest recorded 1-hour concentration of 2.6 parts per million (ppm) and the highest 8-hour concentration of 1.5 ppm in the past three years. The State standard is 20 ppm and 9 ppm, respectively. As the background levels of CO in the City of Lancaster are low and the traffic study shows that all intersections and roadway segments would operate at an acceptable level, no CO hotspots would occur.

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

Valley Fever is not contagious, and therefore, cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have 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 4 through 7 (see Geology and Soils) which requires the project operator to implement dust control measures in compliance with AVAQMD Rule 403, and implementation of Mitigation Measure 1, below, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be minimized to a less than significant level.

Mitigation Measures

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

    - A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
    - Distribution of a written flier or brochure that includes educational information regarding the health effects of exposure to criteria pollutant emissions and Valley Fever.
    - Training on methods that may help prevent Valley Fever infection.
    - A demonstration to employees on how to use personal protective equipment, such as respiratory equipment (masks), to reduce exposure to pollutants and facilitate

recognition of symptoms and earlier treatment of Valley Fever. Where respirators are required, the equipment shall be readily available and shall be provided to employees for use during work. Proof that the demonstration is included in the training shall be submitted to the county. This proof can be via printed training materials/agenda, DVD, digital media files, or photographs.

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

- Provide HEP-filters for heavy equipment equipped with factory enclosed cabs capable of accepting the filters. Cause contractors utilizing applicable heavy equipment to furnish proof of worker training on proper use of applicable heavy equipment cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use in enclosed cabs.
- Require National Institute for Occupational Safety and Health (NIOSH)-approved half-face respirators equipped with minimum N-95 protection factor for use during worker collocation with surface disturbance activities, as required per the hazard assessment process.
- Cause employees to be medically evaluated, fit-tested, and properly trained on the use of the respirators, and implement a full respiratory protection program in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).
- Provide separate, clean eating areas with hand-washing facilities.
- Install equipment inspection stations at each construction equipment access/egress point. Examine construction vehicles and equipment for excess soil material and clean, as necessary, before equipment is moved off-site.
- Train workers to recognize the symptoms of Valley Fever, and to promptly report suspected symptoms of work-related Valley Fever to a supervisor.
- Work with a medical professional to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever.
- Work with a medical professional, in consultation with the Los Angeles County Public Health, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should someone be experiencing these symptoms, and where testing for exposure is available. Prior to construction permit issuance, this handout shall have been created by the project operator and reviewed by

the project operator and reviewed by the Development Services Director. No less than 30 days prior to any work commencing, this handout shall be mailed to all existing residences within a specified radius of the project boundaries as determined by the Development Services Director. The radius shall not exceed three miles and is dependent upon the location of the project site.

- When possible, position workers upwind or crosswind when digging a trench or performing other soil-disturbing tasks.
- Prohibit smoking at the worksite outside of designated smoking areas; designated smoking areas will be equipped with handwashing facilities.
- Post warnings on-site and consider limiting access to visitors, especially those without adequate training and respiratory protection.
- Audit and enforce compliance with relevant Cal OSHA health and safety standards on the job site.

d. Construction and operation 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 odors produced by vehicles traveling along Avenue K and 20th Street West. Most objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products and other strong smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project consists of a mini-mart/gas station with an associated car wash. These are uses that do not typically generate odors. Therefore, impacts would be less than significant,

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

a. A biological resources survey was conducted on the project site by Circle Mountain Biological Consultants, Inc. and documented in a report entitled "Focused Survey for Agassiz's Desert Tortoise, Habitat Assessments for Burrowing Owl and Mohave Ground Squirrel, and General Biological Resource Assessment for a 4.5-acre± Site (APNs 3129-019-031, -032 & -3129-020-036) in the City of Lancaster, Los Angeles County, California" and dated January 2017.

As part of the report, a survey of the project site was conducted on January 2, 2017 by walking north-south transects spaced approximately 30 meters apart, for a total of 10 transects. The project site is characteristic of a vacant lot with little to no vegetation and no shrubs. A total of 15 plant species and 8 wildlife species were observed during the project site survey (see Tables 7 and 8). No special status plant or animal species were observed on the project site during the survey and none are expected to occur due to the highly disturbed and compacted nature of the site and the surrounding development. Therefore, impacts would be less than significant and no mitigation measures are required.

Table 7
Observed Plant Species

White tumbleweed (*Amaranthus albus*)	Annual bur-sage (*Ambrosia acanthicarpa*)	Rubber rabbitbrush (*Chrysothamnus nauseosus*)
Mare's tail (*Conyza Canadensis*)	Desert milk aster (*Stephanomeria pauciflora*)	Flixweed (*Descurainia Sophia*)
Tumble mustard (*Sisymbrium altissimum*)	Bassia (*Bassia hyssopifolia*)	Russian thistle (*Salsola tragus*)
Red-stemmed filaree (*Erodium cicutarium*)	Common ripgut grass (*Bromus diandrus*)	Red brome (*Bromus madritensis* ssp. *rubens*)
Cheat grass (*Bromus tectorum*)	Hare barley (*Hordeum murinum*)	Split grass (*Schismus* sp.)

Table 8
Observed Animal Species

Herring gull (*Larus argentatus*)	Rock dove (*Columba livia*)	Mourning dove (*Zenaida macroura*)
Horned lark (*Eremophila alpestris*)	Common raven (*Corvus corax*)	European starling (*Sturnus vulgaris*)
House sparrow (*Passer domesticus*)	Botta pocket gopher (*Thomomys bottae*)	

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

c. There are no State or federally protected wetlands on the project site. Therefore, no impacts would occur.

d. The project site is not part of an established migratory wildlife corridor. The project site is an infill site completely surrounded by development and roadways with minimal habitat value for wildlife. The project site is not connected to any other undeveloped property. 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 offset the cumulative loss of biological resources in the Antelope Valley as a result of development. 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 Bureau of Land Management properties and as such does not apply to the proposed project. Therefore, no impacts would occur.

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

a-c. A cultural resources survey for the project site was conducted by RT FactFinders Cultural Resources, and documented in a report entitled "Phase I Cultural Resource Investigation for Approximately 5 Acres Northeast of the Intersection of 20th Street West and West Avenue K, Lancaster, Los Angeles County, California" and dated March 2017.

A cultural resources records search was conducted at the South Central Coastal Information Center (SCCIC) along with a request for a Sacred Lands File Search through the Native American Heritage Commission. The records search indicated that 11 previous cultural resources surveys within a ½ mile of the project site and no cultural resources have been recorded near or adjacent to the project site. Additionally, the sacred lands file search was conducted by the Native American Heritage Commission (NAHC) with negative results.

A survey of the project site was conducted on February 1, 2017 by walking parallel north/south transects spaced approximately 15 meters apart across the project site. No cultural resources, including prehistoric or historic archaeological sites or historic-period buildings were identified on the project site.

No human remains, including those interred outside of formal cemeteries, were discovered on the project site nor are they expected to occur.

While no cultural resources, historic or prehistoric, were identified or expected to be encountered on the project site; mitigation measures have been included which identify procedures to be followed in the event that any cultural resources are encountered on the project site during construction and directs staff and applicant to continue to work with the Morongo Band of Mission Indians to address any potential concerns. With implementation of these measures, all impacts would be less than significant.

Mitigation Measures

2. In the event that previously unknown cultural resources are identified during construction, the following requirements shall apply:

   a. If human remains or funerary objects are encountered during any construction activities associated with the proposed project, work within a 100-foot buffer shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5.

   b. In the event that Native American cultural resources are discovered during any construction activities, all work within a 60-foot buffer shall cease and a qualified archaeologist meeting the Secretary of the Interior standards shall be hired to assess the find. The appropriate tribe(s) shall be contacted and provided information and invited to perform a site visit in conjunction with the archaeologist to provide Tribal input.

   c. If significant Native American resources are discovered and avoidance cannot be ensured, a Secretary of the Interior qualified archaeologist shall be retained to develop a cultural resource Treatment Plan, as well as a Discovery and Monitoring Plan. A copy of the draft document shall be provided to the appropriate tribe(s) for review and comment. All in field investigation, assessment and/or data recovery pursuant to the Treatment Plan shall be monitored by a Tribal monitor. Additionally, the applicant and the City of Lancaster shall consult with the appropriate tribe(s) on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

3. The applicant and the City of Lancaster shall continue to work with the Morongo Band of Mission Indians to address and resolve any potential issues or concerns associated with the development of the site.

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

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

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

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

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

The proposed 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.

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. The 2016 standards went into effect on January 1, 2017 and substantially reduce electricity and natural gas consumption. Additional savings result from the application of the standards on building alterations such as cool roofs, lighting and air distribution ducts.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The most recent update to the CALGreen Code went into effect on January 1, 2020.

In 2014, Lancaster created Lancaster Choice Energy (LCE), allowing residents and businesses in Lancaster to choose the source of their electricity, including an opportunity to opt up to 100% renewable energy. SCE continues to deliver the electricity and provide billing, customer service and powerline maintenance and repair, while customers who choose to participate in this program would receive power from renewable electric generating private-sector partners at affordable rates. The gas station / mini-mart constructed as a result of the proposed project would comply with all of these regulations and would not conflict or obstruct with a state or local plan for renewable energy or energy efficiency.

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

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

However, the proposed project would be constructed in accordance with the seismic requirements of the Uniform Building Code (UBC) adopted by the City, which would reduce 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 the ground surface) and intense seismic shaking. In February 2005, the California Geologic Survey updated the Seismic Hazard Zones Maps for Lancaster (SSHZ). Based on these maps, the project site is not located in an area at risk for liquefaction. Therefore, no impacts would occur.

b. The project site is rated as having a moderate risk for soil erosion (USDA SCS Maps) when cultivated or cleared of vegetation. The proposed project consists of a mini-mart and gas station with landscaped areas. Upon completion of construction, all areas will either be paved, built upon or have landscaping which would control any erosion. However, there remains a potential for water and wind erosion during construction. The proposed project would be required, under the provisions of the Lancaster Municipal Code (LMC) Chapter 8.16, to adequately wet or seal the soil to prevent wind erosion. Additionally, the following mitigation measures shall be required to control dust/wind erosion. With incorporation of the identified mitigation measures, impacts associated with erosion would be less than significant.

Mitigation Measures

4. The applicant shall submit a Dust Control Plan to the Antelope Valley Air Quality Management District (AVAQMD) for review and approval in accordance with Rule 403, Fugitive Dust, prior to the issuance of any grading and/or construction permits. This plan shall demonstrate adequate water or dust suppressant application equipment to mitigate all disturbed areas.

5. When water is used for dust control, watering shall occur three times per day and shall be increased to four times per day when there is evidence of visible wind driven fugitive dust.

6. Signage shall be displaced on the project site in accordance with AVAQMD Rule 403 (Appendix A).

7. All disturbed surfaces shall meet the definition of a stabilized surface upon completion of project construction.

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 of groundwater withdrawal, which result in the cracking of the ground surface. According to Figure 2-3 of the City of Lancaster's Master Environmental Assessment, the closest sinkholes and fissures are located at Lancaster Boulevard and 25th Street West, approximately 1.5 miles northwest of the project site. Therefore, no impacts would occur.

d. The soil on the project site is characterized by a low shrink/swell potential (LMEA Figure 2-3). A soils report for the proposed project shall be submitted to the City by the project developer prior to grading and the recommendations of the report shall be incorporated into the development of the proposed project. Therefore, impacts would be less than significant.

e. The proposed project would connect to the existing sanitary sewer system for ultimate disposal at the wastewater treatment plant located north of the City. The proposed project would not utilize septic tanks or alternative waste water disposal systems. Additionally, portable restroom facilities would be provided for workers during construction activities. These facilities would be maintained in accordance with all applicable rules and regulations. Therefore, no impacts would occur.

f. There are no known unique paleontological resources, sites, or unique geologic features located on the project site. Therefore, no impacts would occur.

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

a. As discussed in the Air Quality Section under Item III.b, the proposed project would generate air emissions during construction, some of which may be greenhouse gases. These emissions are anticipated to be less than the thresholds established by the AVAQMD due to the size of the development and the number of trips that would be produced. The proposed development would not prevent the State from reaching its greenhouse gas reduction targets. Once the development is operational, it would generate emissions primarily from vehicles, the gas pumps and the equipment in the carwash and mini-mart. However, the development would be required to comply with Title 24, the Water Efficient Landscape Ordinance and other requirements which increase the efficiency of buildings and reduce air emissions. Therefore, impacts would be less than significant.

b. The proposed project would be in compliance with the greenhouse gas goals and policies identified in the City of Lancaster's General Plan (pgs. 2-19 to 2-24) and with the City's adopted Climate Action Plan. 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. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a. The proposed project consists of the construction and operation of a gas station, mini-mart with alcohol sales and a car wash. The proposed project would utilize minimal amounts of hazardous materials during construction activities. These materials, including glues/adhesives, paints, asphalt (hot), etc., are typically utilized in the construction of commercial developments. Once construction is complete and the facility is operational, it would utilize hazardous materials such as cleaning supplies, soap and waxes in the car wash, fertilizer and potentially pesticides in the

landscaping, and gasoline and diesel at the pumps. Use of all materials would be in accordance with applicable rules and regulations. The proposed project would also have underground storage tanks to store the diesel and gasoline for the pumps. These tanks would be installed in accordance with regulations governing gas stations including secondary containment. The tanks and the dispensers are routinely inspected by the governmental agencies that oversee the operation of gas stations. Through compliance with existing regulations, impacts to the public and/or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant,

The project site is currently undeveloped and does not contain any structures. As such, no impacts would occur as a result of exposure to asbestos or lead-based paint. Additionally, the project site is not located along a hazardous materials/waste transportation corridor (LMEA Figure 9.1-4).

b. See Item IX.a.

c. There are no schools within a quarter mile of the project site. Additionally, the proposed project would not emit hazardous emissions. Therefore, no impacts would occur.

d. A Phase 1 Environmental Site Assessment was prepared for the project site by Terracon and the results documented in a report entitled "Phase I Environmental Site Assessment, Circle K Store, Lancaster, CA" and dated February 10, 2017.

A site visit was conducted on the project site on January 25, 2017. Nothing was observed on the project site that would be cause for environmental concern. A four-inch diameter PVC pipe was observed extending above ground in the north central portion of the project site. Based on the observations, the pipe and the boring do not appear to have environmental significance.

In addition to the site visit, a regulatory database search was conducted within the ASTM-required boundaries of the project site. The project site does not appear on any regulatory databases. Five listings were identified within the applicable search distances. Table 9 summarizes these sites, the list they appeared on, the distance from the site and the current status/potential for concern. None of the sites that were identified are considered to be a concern for the proposed project and no impacts would occur.

e. The project site is not located within an airport land use plan or within two miles of a public airport, public use airport, or private airstrip. The closest airport is the General William Fox Airfield, located approximately four miles northwest of the project site and Air Force Plant 42, located approximately four miles southeast of the project site. Therefore, no safety or noise impacts would occur from airport operations as a result of people working in the area.

Table 9
Environmental Database Review Results

Site	Regulatory List	Distance/Gradient	Status
K-20 Mini Mart 1850 Avenue K	LUST/UST	100 feet south/upgradient	Regulatory Closure 7/23/13
Jacobs Oil Company 1850 Avenue K	SWEEPS UST, Los Angeles Co HMS	100 feet south/upgradient	Regulatory Closure 7/23/13
Antelope Valley MRI 43713 20th Street West	RCRA-SQG, Finds, HazNet, ECHO	100 feet northwest/downgradient	Not a concern based on depth to groundwater and topographic gradient
MK Waste Oil Collection 2010 Avenue K	HWT	200 feet southwest/cross gradient	Not a concern based on distance and topographic gradient
Chevron Taj Mahal 1752 Avenue K	UST, EDR Hist Auto	315 feet southeast/cross-gradient	Not a concern based on distance and topographic gradient

f. Access to the project site would be taken from Avenue K and 20th Street West. These roadways are currently improved to public standards. Avenue K has been designated as an evacuation route; 20th Street West in the vicinity of the project site has not been designated. Traffic generated by the proposed project could cause significant traffic impacts; however, conditions of approval have been added to the proposed project requiring specific improvements with respect to striping and the median on 20th Street West which would ensure that impacts would be less than significant. Therefore, the proposed project would not impact or physically block any identified evacuation routes and would not interfere with any adopted emergency response plans. Therefore, impacts would be less than significant.

g. The property surrounding the project site is development. The project site is located within the urban core and within the boundaries of Fire Station No. 134, located at 43225 North 25th 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 as needed. Therefore, no impacts with respect to wildland fires would occur.

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

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

minimize pollution of the environment to the maximum extent practicable. The reduction of pollutants in urban storm water discharge through the use of structural and nonstructural Best Management Practices (BMPs) is one of the primary objectives of the water quality regulations. BMPS that are typically used to manage 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 education programs. The proposed projects would incorporate appropriate BMPs during construction and operation of the proposed gas station, as determined by the City of Lancaster Development Services Department. Therefore, impacts would be less than significant.

b. The proposed project would not include any groundwater wells or pumping activities. All water supplied to the proposed project would be obtained from the Los Angeles County Waterworks District No. 40 (LACWD). Additionally, as indicated in X.a, the proposed project would not impact any groundwater recharge areas. Therefore, the proposed project would not deplete groundwater supplies or interfere with groundwater recharge and impacts would be less than significant.

c. Development of the proposed project would increase the amount of surface runoff as a result of impervious surfaces associated with the gas station and mini-mart. 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. Additionally, the proposed project would have an oil/water separator for the gas station and car wash and has on-site landscaped detention basins to filter storm water. Therefore, impacts from drainage and runoff would be less than significant.

d. The project site is not located within a coastal zone. Therefore, tsunamis are not a potential hazard. The project site is relatively flat and does not contain any enclosed bodies of water and is not located in close proximity to any other large bodies of water. Therefore, the proposed project would not be subject to inundation by seiches or mudflows. No impacts would occur.

The project site is designated as Flood Zone X-Shaded per the Flood Insurance Rate Map (FIRM) Panel No. 060672 (2008) (06037C0420F). Flood Zone X-Shaded is outside of the 100-year but within the 500-year flood zone. Therefore, no impacts would occur.

e. The proposed project is a gas station/mini-mart/car wash development located in the central portion of the City and surrounded by commercial and residential development. The development would comply with all regulatory requirements with respect to water quality. For additional information, see responses X.a through X.c. Therefore, impacts would be less than significant.

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

a. The proposed project is not of the scale or nature that could physically divide an established community. The project site is located on the corner of two major roadways and is surrounded by existing development. The proposed project would not block a public street, trail, or other access route or result in a physical barrier that would divide the community. Therefore, no impacts would occur.

b. The proposed project is consistent with the City's General Plan and must be in conformance with the Lancaster Municipal Code. The proposed project will be in compliance with the City-adopted Uniform Building Code (UBC) and erosion control requirements (Section VII). Additionally, as noted Section IV, the project site is not subject to and would not conflict with a habitat conservation plan or natural communities conservation plan. Therefore, no impacts would occur.

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

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

b. There are no locally important mineral resource recovery sites delineated in the City's General Plan, Specific Plans, or any other land use plans applicable to the project site. As such, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b) Generation of excessive groundborne vibration or groundborne noise levels?				
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-b. A noise study was prepared for the proposed project by Meridian Consultants and documented in a report entitled "Noise Study for the Circle K Gas Station and Car Wash Program" and dated January 2019. Noise measurements were taken at three locations to document the existing noise levels in the vicinity of the project site. Table 10 provides the ambient noise levels at each of the three locations.

Table 10
Ambient Noise Measurements

Site	Leq	Lmax	Lmin
Site 1 (northeast corner of 20th St W and Ave K)	71.8	88.0	58.8
Site 2 (northwestern most portion of project site)	72.5	86.0	52.5
Site 3 (Eastern project boundary at J-15)	53.9	64.7	47.5

Tables 11 and 12 show the construction and operational noise levels at sensitive receptors adjacent to the project site. Receptors 1 and 2 are the closest townhomes to the project site along Avenue J-15. Receptors 3 and 4 are the closest apartment buildings to the project site. The noise levels during construction would be less than significant with compliance of the measures identified in Section 8.24.040 of the City's municipal code governing noise. These measures are

also listed in the mitigation measure section. Operation of the proposed project would increase the ambient noise slightly at receptors 1 and 2; however, with this increase, the ambient noise levels would remain within the acceptable noise levels for residential uses.

Table 11
Predicted Construction Exterior Noise

Receptor	Distance to Site (ft)	Ambient Noise (dBA)	Predicted Construction Noise (dBA CNEL)	Increase without Mitigation (dBA)	Increase with Mitigation (dBA)
1	80	53.9	70.6	+16.7	--
2	140	53.9	66.3	+12.6	--
3	240	72.5	65.0	+0.8	--
4	240	72.5	64.3	+0.6	--

Table 12
Predicted Operational Exterior Noise Levels

Receptor	Distance to Site (ft)	Ambient Noise (dBA)	CNEL	Lday	Levening	Lnight	Increase (CNEL)
1	80	53.9	49	46	42	41	+1.1
2	140	53.9	43	41	37	36	+0.3
3	240	72.5	41	39	35	34	+0.0
4	240	72.5	41	38	35	34	+0.0

Mitigation Measures

8. 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.

9. 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.

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

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

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

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

14. 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.

c. The project site is not located within an airport land use plan or within two miles of a public airport, public use airport, or private airstrip. The closest airport is the General William Fox Airfield, located approximately four miles northwest of the project site and Air Force Plant 42, located approximately four miles southeast of the project site. Therefore, no safety or noise impacts would occur from airport operations as a result of people working in the area.

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

a. The proposed project is a mini-mart/gas station to be located at the northeast corner of the intersection of two major roadways in the central portion of the City. The project would not result in the construction of any new residential units and construction of the project is likely to pull workers from the existing community. No individuals would relocate to Lancaster or the Antelope Valley as a result of the proposed project. Therefore, no impacts would occur.

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

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

a. The proposed project would increase the need for fire and police services; however, the project site is located within the current service area of both agencies and the additional time and cost to service the site is minimal. The proposed project would not induce population growth and therefore, would not substantially increase the demand on parks, schools or other public facilities. Therefore, impacts would be less than significant.

Construction of the proposed project would not result in an increase in population or the number of students in the Antelope Valley Union High School District or the Lancaster 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. RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

a. The proposed project would not generate additional population growth or contribute on an incremental basis to the use of the existing park and recreational facilities. However, the applicant would be required to pay any applicable park fees which would offset any incidental impacts to the existing parks. No new parks would be required as a result of this project. Therefore, no impacts would occur.

b. The proposed project is a mini-mart/gas station with alcohol sales. The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

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

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

b. A traffic study was prepared for the proposed project by TJW Engineering and documented in a report entitled "Circle K – Avenue K & 20th Street West, Traffic Impact Analysis, City of Lancaster, California" and dated April 10, 2019.

The proposed project is estimated to generate approximately 3,057 daily trips with 237 a.m. peak hour trips and 277 p.m. peak hour trips. After accounting for a 50% reduction in pass-by trips, the proposed project would generate 1,529 net daily trips with 119 and 139 net a.m. and p.m. peak hour trips, respectively. The traffic report analysis the impact of these trips on eight intersections and two roadway segments. Table 13 shows the current operating conditions for these intersections and roadway segments.

To determine the potential impact, the traffic from the proposed project was combined with the existing, ambient and cumulative traffic. Table 14 and 15 show the results for both the intersections and the roadway segments. As shown in these tables, a significant impact would occur to the 20th Street West/Clock Tower Plaza driveway/Circle K driveway. A mitigation measure has been identified which would reduce the impact to less than significant levels. With incorporation of the measure, impacts would be less than significant.

Table 13
Intersection and Roadway Analysis – Existing Conditions

Intersection	Control Type	AM Peak Hour V/C (Delay) - LOS		PM Peak Hour V/C (Delay) - LOS	
25th St W/Ave K	Signal	0.651 -B		0.492 – A	
20th St W/Ave J-8	Signal	0.576 – A		0.678 – B	
20th St W/Clock Tower Plaza	OWSC	(13.6) – B		(15.9) – C	
20th St W/Ave K	Signal	0.638 - B		0.652 – B	
20th St W/Ave K-8	Signal	0.471 – A		0.554 – A	
17th St W/Ave K	Signal	0.627 – B		0.640 – B	
SR-14 SB Ramps/ Ave K	Signal	0.483 – A		0.586 – A	
15th St W/SR-14/ Ave K	Signal	0.706 - C		0.908 - E	
Roadway Segment	**Lanes**	**Roadway Capacity**	**ADT**	**V/C**	**LOS**
Ave K btw 20th St W & 18th St W	6	60,800	29,448	0.484	A
20th St W btw Ave J-13 & Ave K	4	40,500	15,254	0.377	A

Table 14
Intersection Analysis – EACP Conditions

Intersection	Control Type	EAC		EACP				Significant impact
		AM Peak	PM Peak	AM Peak	PM Peak	Change in V/C or Delay		
		V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	AM	PM	
25th St W/Ave K	Signal	0.737/C	0.567/A	0.745/C	0.573/A	0.008	0.006	No
20th St W/Ave J-8	Signal	0.633/B	0.744/C	0.635/B	0.744/C	0.002	0.000	No
20th St W/Clock Tower Plaza	TWSC	(14.1)/B	(18.4)/C	(21.4)/C	(42.7)/E	7.3	24.3	Yes
20th St W/Ave K	Signal	0.710/C	0.733/C	0.742/C	0.763/C	0.032	0.030	No
20th St W/Ave K-8	Signal	0.514/A	0.607/B	0.518/A	0.612/B	0.004	0.005	No
17th St W/Ave K	Signal	0.693/B	0.707/C	0.700/C	0.714/C	0.007	0.007	No
SR-14 SB Ramps/ Ave K	Signal	0.535/A	0.666/B	0.544/A	0.675/B	0.009	0.009	No
15th St W/SR-14/ Ave K	Signal	0.774/C	1.024/F	0.775/C	1.024/F	0.001	0.000	No
Circle K Dwy/Ave K	OWSC	N/A	N/A	(21.4)/C	(26.6)/D	21.4	26.6	No

Table 15
Roadway Segment Analysis – EACP Conditions

Roadway Segment	Lanes	Roadway Capacity	ADT	V/C	LOS
Ave K btw 20th St W & 18th St W	6	60,800	34,460	0.567	A
20th St W btw Ave J-13 & Ave K	4	40,500	17,480	0.432	A

Mitigation Measures

15. A raised median shall be constructed on 20th Street West restricting both driveways to left-in/right-in/right-out access only. Vehicles desiring to turn left out of the Clock Tower Plaza driveway would instead make a southbound to northbound U-turn at the 20th Street West/Avenue K intersection.

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

d. The proposed project would have adequate emergency access from Avenue K and 20th Street West. Interior circulation through the project site would be provided in accordance with the requirements of the Los Angeles County Fire Department; therefore, no impacts would occur.

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

a. No specific tribal cultural resources have been identified either through the sacred lands file search conducted by the Native American Heritage Commission or by any of the Native American tribes with cultural affiliations to the area. Mitigation measures have been requested by the tribes to identify procedures and proper handling of any cultural resources which may be discovered during the course of construction. These mitigation measures have been included in the cultural resources section of this initial study. As such, impacts would be less than significant.

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

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

b. The Los Angeles County Waterworks District No. 40 has not indicated any problems in supplying water to the proposed project from existing facilities. 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 the Sanitation Districts and requires annexation into the District. 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 13.1 mgd. The proposed project would discharge to a local sewer line for conveyance to the Districts' Trunk E Trunk Sewer located in Avenue K just east of 20th Street West. This trunk line has a design capacity of 2 mgd and conveyed a peak flow of 1 mgd in 2018. The proposed project is anticipated to generate approximately 3,899 gallons of wastewater per day which is within the capacity of the treatment plant. The project would not require the expansion of existing facilities or the construction of new facilities. Therefore, impacts would be less than significant.

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

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

e. See Item XIX.d.

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

a. See Item IX.f.

b-d. The project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The project site is located within the urban core and within the boundaries of Fire Station No. 134, located at 43225 North 25th 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 as needed. Additionally, the proposed project would be constructed in accordance with all existing and applicable building and fire codes. Therefore, no impacts would occur as a result of wildfires.

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

a-c. The proposed project consists of the construction and operation of a mini-mart/gas station/car wash in the CPD zone. No specific development projects are located within a one-mile radius of the project site. The City is working on a Master Plan for a 274-acre area located approximately 0.5 miles to the northeast. This master plan (Lancaster Health District) would allow for the development of medical, commercial, residential and hospitality uses over a 20-year period. An EIR is currently under preparation for this project.

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

The proposed project would not create any impacts with respect to: Agriculture and Forest Resources, Energy, Land Use/Planning, Mineral Resources, Population/Housing, and Recreation. The project would create impacts to other resource areas and mitigation measures have identified for Air Quality, Cultural Resources, Geology/Soils, Noise and Traffic. All other impacts are less than significant. 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. All impacts associated with the proposed project are less than significant with the exception of air quality, cultural resources, geology and soils (soil erosion), noise and traffic. Impacts associated with these issues are less than significant with the incorporation of the identified mitigation measures. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

List of Referenced Documents and Available Locations*:

AIR	Air Quality/GHG Study – Circle K Convenience Store, Gas Station, and Car Wash – West Avenue K and 20th Street West, Lancaster, CA, MS Hatch Consulting, January 14, 2019	DSD
BRR:	Focused Survey for Agassiz's Desert Tortoise, Habitat Assessments for Burrowing Owl and Mohave Ground Squirrel And General Biological Resource Assessment for a 4.5-acre± Site (APNs 3129-0190-31, -32 & 3219-020-035) in the City of Lancaster, Los Angeles County, California, Circle Mountain Biological Consultants, Inc., January 2017	DSD
CRS:	Phase I Cultural Resources Investigation for Approximately 5 Acres Northeast of the Intersection of 20th Street West and West Avenue K, Lancaster, Los Angeles County, California, RT Factfinders Cultural Resources, March 2017	DSD
ESA:	Phase I Environmental Site Assessment, Proposed Circle K Store, Lancaster, CA, Terracon, February 10, 2017	DSD
FIRM:	Flood Insurance Rate Map	DSD
GPEIR:	Lancaster General Plan Environmental Impact Report	DSD
LACSD:	County Sanitation Districts of Los Angeles County letter, August 14, 2018	DSD
LGP:	Lancaster General Plan	DSD
LMC:	Lancaster Municipal Code	DSD
LMEA:	Lancaster Master Environmental Assessment	DSD
NOI	Noise Study for the Circle K Gas Station and Car Wash Project, Meridian Consultants, January 2019	DSD
SSHZ:	State Seismic Hazard Zone Maps	DSD
TRA	Circle K – Avenue K and 20th Street West, Traffic Impact Analysis, City of Lancaster, California, TJW Engineering, April 10, 2019	DSD
USGS:	United States Geological Survey Maps	DSD
USDA SCS:	United States Department of Agriculture Soil Conservation Service Maps	DSD

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