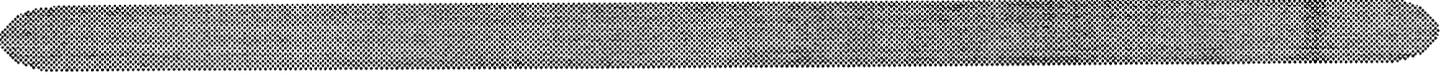


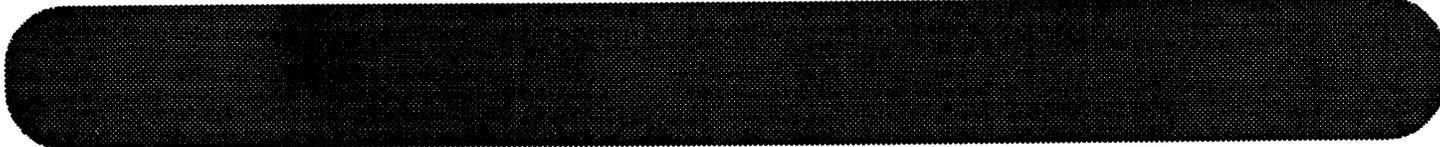
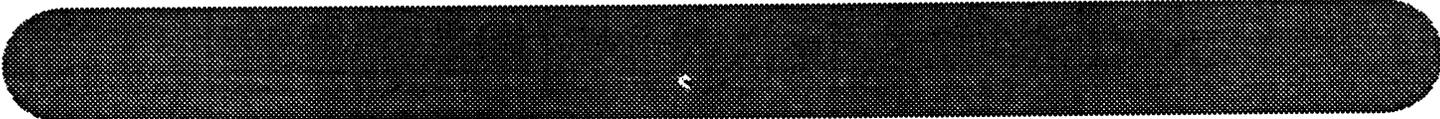


FINAL
ENVIRONMENTAL IMPACT REPORT
FOR
ANTELOPE VALLEY BUSINESS
PARK
SPECIFIC PLAN

EIR 90-3



CERTIFIED JUNE 11, 1992 - RESOLUTION 92-103



CITY OF PALMDALE
708 E. PALMDALE BOULEVARD
PALMDALE CALIFORNIA 93550

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**RECON NUMBER 2262E
JUNE 19, 1992**

TABLE OF CONTENTS

	<u>Page</u>
I. EXECUTIVE SUMMARY	1
A. PROJECT SUMMARY	1
B. ENVIRONMENTAL SUMMARY	1
C. SUMMARY OF PROJECT ALTERNATIVES	18
II. INTRODUCTION AND PURPOSE	21
III. PROJECT DESCRIPTION	24
IV. DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES	35
A. AIR QUALITY	35
B. HYDROLOGY/GEOLOGY	60
C. BIOLOGICAL RESOURCES	71
D. NOISE	81
E. LAND USE/GROWTH INDUCEMENT	85
F. RISK/HAZARDOUS MATERIALS	87
G. TRAFFIC AND CIRCULATION	90
H. EMERGENCY SERVICES	100
I. CULTURAL RESOURCES	103
J. PALEONTOLOGICAL RESOURCES	105
K. UTILITIES	107
V. PROJECT ALTERNATIVES	115
A. NO PROJECT ALTERNATIVE	115
B. REDUCED LAND USE INTENSITY	115
C. ALTERNATIVE SITE	117
D. RESIDENTIAL LAND USE ALTERNATIVE	120
E. NATURAL CHANNEL ALTERNATIVE	120

TABLE OF CONTENTS
(continued)

	<u>Page</u>
VI. SUMMARY OF ENVIRONMENTAL CONSEQUENCES	122
A. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES AND ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSED PROJECT BE IMPLEMENTED	122
B. THE RELATIONSHIP OF LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	123
C. CUMULATIVE IMPACTS	124
VII. EFFECTS FOUND NOT TO BE SIGNIFICANT	128
VIII. EIR PREPARATION	130
IX. PERSONS AND AGENCIES CONSULTED	131
X. REFERENCES CITED	132

APPENDIXES

- A: Notice of Preparation and responses
- B: Air quality technical report
- C: Preliminary geotechnical investigation
- D: Hydrology report
- E: Biological technical report
- F: Noise technical report
- G: Risk assessment report
- H: Traffic technical report
- I: Archaeological technical report
- J: Paleontological technical report

FIGURES

1: Location of project relative to the county of Los Angeles	25
2: Project location on U.S.G.S. 7.5-minute topographic maps, Lancaster East and Lancaster West quadrangles	26
3: Project land use plan	28
4: City of Palmdale General Plan map	29
5: Federal Emergency Management Agency Flood Hazard Zones	62
6: City of Palmdale Drainage Master Plan	65
7: Drainage plan for the Antelope Valley Business Park Specific Plan	66
8: Vegetation map	72
9: Noise contour map	82

TABLE OF CONTENTS
(continued)

Page

FIGURES (cont.)

10:	Peak-hour traffic distribution without project	94
11:	Peak-hour traffic distribution with project	95
12:	Project-generated traffic volumes at Sierra Highway	96
13:	Project-generated traffic volumes at SR 14	97
14:	Water Plan for Antelope Valley Business Park	108
15:	Sewer Plan for Antelope Valley Business Park	110
16:	Alternative site location	118

TABLES

1:	Land Use Summary	30
2:	Matrix of Permitted and Limited Uses	31
3:	Ambient Air Quality Standards	36
4:	Summary of Air Quality Data from the Lancaster Monitoring Station	38
5:	Summary of Air Quality Data for the Southeast Desert Air Basin	39
6:	Total Estimated Emissions from Average Mix of On-Site Heavy Duty Equipment	45
7:	EMFAC 7PC Emission Factors for Construction Workers' Commute in the Year 1992	47
8:	Total Estimated Emissions from Construction Workers' Commute in the Year 1992	48
9:	<u>Summary of Construction-Related Emissions from the Proposed Project</u>	<u>49</u>
910:	EMFAC 7PC Emission Factors for Vehicular Travel in the Year 1996	51
110:	Total Estimated Emissions from Vehicular Travel in the Year 1996	51
121:	Summary of Long-Term Emissions from the Proposed Project	53
132:	Vascular Plant List	74
143:	Wildlife Species Observed	76
154:	Traffic Generation	91
165:	Summary of Cumulative Projects	125

I. EXECUTIVE SUMMARY

A. PROJECT SUMMARY

The Antelope Valley Business Park encompasses approximately 120 acres of land located in the northern portion of Los Angeles County within the city of Palmdale. The city of Palmdale is located approximately 60 miles north of downtown Los Angeles, 50 miles west of the city of Victorville, and 10 miles south of the city of Lancaster. The central core of the city of Palmdale lies approximately 4.5 miles south-southeast of the project area.

The Antelope Valley Business Park Specific Plan would accommodate a full range of industrial, commercial, and business park uses. Types of permitted activities would include manufacturing and assembly, wholesale, storage and distribution, and commercial uses, such as professional offices, business support services, and eating and drinking establishments.

The elements of the Antelope Valley Business Park Specific Plan include planning concepts, a land use plan and development regulations, component plans (i.e., circulation, infrastructure, and landscape concept), design guidelines, and development phasing. Planning concepts provide a general framework for the project as to goals and objectives, visual image, and a community and regional perspective of the proposed project.

B. ENVIRONMENTAL SUMMARY

1. Air Quality

a. Impacts. Short-term emissions associated with on-site construction activities would not be considered significant. The significant long-term impacts would include emissions from the vehicular traffic which the on-site facilities would attract, from "point source" tenant activities, and from the generation of the electricity required to supply the energy needs of the business park. The long-term impacts could have a cumulative effect on the region's air quality because of the basin's nonattainment status for ozone and particulates.

As proposed, the project exceeds the South Coast Air Quality Management District's suggested threshold criteria in at least two categories: land use and trip generation. Thus, the operation of the proposed Antelope Valley Business Park facilities could result in significant impacts to ambient air quality.

b. Mitigation. ~~The~~ Each future project in the Antelope Valley Business Park would have to include in its design plan all the applicable, reasonably available, and feasible air quality control measures contained in the ~~1989 Air Quality Management Plan (AQMP). These may include such measures such as flexitime, ridesharing, and regulation of tenants which may produce point source air emissions following~~ documents: (1) the 1989 and 1991 Air Quality Management Plan (AOMP) (Tier I control measures); (2) district rules and regulations; and (3) the mitigation measures contained in Attachment 2 to the AQMD's comment letter on the Draft Environmental Impact Report (EIR) dated December 19, 1991.

2. Hydrology/Geology

a. Impacts. The most significant geotechnical constraint for site development is the presence of compressible alluvium subject to hydroconsolidation (i.e., compaction upon addition of water). Potential earthquake-related effects on the site, such as lurching, ground rupture, and liquefaction, are considered remote. Ground shaking should be no more severe than that of similar developed properties adjacent to the site. Estimated accelerations expected during the lifetime of the proposed development are relatively high; therefore, the Geosoils report recommends seismically resistant structural design for the project. There is no evidence that significant mass wasting processes affect the site, other than minor surficial gullying and erosion due to uncontrolled storm runoff. Surface water runoff will require control as part of site development.

Regional groundwater data indicate that the groundwater table below the site is over 240 feet deep. Significant subsidence of the area underlying the site due to groundwater withdrawal is unlikely because (1) the aquifer pressure is relatively low as evidenced by lack of flowing wells, (2) borings indicate that soils underlying the site are generally coarse, and (3) the aquifer underlying the site has apparently been in overdraft since the 1920s and there is no known record of groundwater-related subsidence and/or cracking in the Palmdale area. Therefore, Geosoils, Inc., has concluded that future groundwater withdrawal-related subsidence affecting the subject site is unlikely and that the risk to proposed development is very low.

Project implementation will convert the area to impervious surfaces, with the exception of landscaped areas. The City of Palmdale Master Plan of Drainage estimates the 10-year and 50-year flow rates for the project area. These flow rates have been generated for the local and regional facilities. The proposed regional facilities are similar to those identified in the Los Angeles County Comprehensive Flood Control Plan. The applicant for the subject property has agreed to participate in the construction of the proposed Amargosa Master Plan facilities including a major upstream detention basin and channel improvements from the basin to the city boundary of Avenue M. These improvements are currently being designed and an assessment district is being formed to fund the construction. Therefore, this project will not be required to construct any on-site basins to mitigate the development. There will be some local storm drain pipes within the development to direct storm runoff on the project into the Amargosa Creek channel. There is a net increase of storm runoff from the site. However, since the Amargosa Creek channel will be in place and upstream areas will be drained, to the extent possible, into this structure, the overall net effect is a reduction in downstream flows and an elimination of the current flood hazard.

Implementation of the proposed Specific Plan would result in an increase in the quantities of urban pollutants that enter the local drainage system. The automobile traffic associated with the proposed commercial office, light industrial, and retail land uses would produce pollutants such as hydrocarbon fuels, lubricants, and rubber. The proposed land uses will generate more traffic and, consequently, result in more automobile-related pollutants than the current uses. Light industrial uses also would introduce the possibility of accidental contamination by industrial pollutants. Improper maintenance of landscaping may send fertilizers and pesticides into the drainage system. These

impacts could be reduced through transportation management, proper safety design and regulation of light industry, and proper landscaping design and maintenance. The potential for groundwater contamination as a result of project implementation would be reduced if runoff contamination is kept at acceptable levels, as defined by state and local agencies and regulations.

The construction phases of the various land uses within the Specific Plan could result in increased erosion and increased sediment load in runoff and siltation downstream in Amargosa Creek. These impacts can be reduced to a level of insignificance with the implementation of proper mitigation measures and implementation of the required Erosion Control Plan.

The proposed project would result in increased wastewater production. The use of proper transport, processing, and disposal of project-generated wastewater would result in no significant impacts upon local or regional water quality. Reclaimed wastewater is used in the Antelope Valley for irrigation and groundwater recharge. The California Regional Water Quality Control Board (RWQCB) is the agency responsible for issuing permits for discharging or reusing wastewater. The Antelope Valley wastewater treatment facility is required to comply with all state and federal safety regulations regarding the discharge of treated wastewater. Therefore, reclamation of project-generated wastewater would be environmentally sound.

b. Mitigation

1) Stormwater Runoff

a) All facilities shall be designed and constructed in accordance with the City of Palmdale Drainage Master Plan and Los Angeles County Flood Control District (LACFCD) Hydrology Manual to the satisfaction of the City Engineer. Local facilities will be installed by the developer of this project prior to issuing building permits. Regional facilities (Amargosa Creek improvements) ~~shall be constructed prior to or simultaneously with this project and no interim measures will be needed.~~ shall be designed to handle flows from a 50-year capital storm and shall be constructed prior to or simultaneously with this project.

b) The construction of a concrete trapezoidal channel with a 25-foot base and 1.5:1 side slopes, or other design capable of handling flows from a 50-year capital storm to the satisfaction of the City Engineer, will be required for Amargosa Creek improvements. The channel will have culvert crossings for upstream and downstream transitions.

2) On-site Safety Provisions

a) The only drainage structures to be built as part of this project are standard catch basins and underground storm drain pipes which incorporate safety features to prevent anyone from being drawn into them.

b) The safety features to be incorporated in the Amargosa channel are to be addressed in documents for that project.

~~c) Recent modeling efforts have identified the need for 10th Street West as an eight lane facility. Although actual construction of the eight lane facility is not needed at this time, the right of way for such an improvement should be acquired as development occurs. Since this will be a major facility, intersection widening to accommodate right turn lanes and double left turn lanes will be appropriate.~~

3) Water Quality. The applicant shall submit a Water Quality/Erosion Control Plan for City reviews and approval prior to the issuance of building permits. The plan shall indicate specific means of reducing urban pollutants and sedimentation including but not limited to the following:

- a) Surplus or waste material shall not be placed in drainage ways or within the 100-year floodplain of surface waters.
- b) All loose piles of soil, silt, clay, sand, debris, or other earthen materials shall be protected in a reasonable manner to eliminate any discharge to waters of the State.
- c) Dewatering shall be done in a manner so as to eliminate the discharge of earthen material from the site.
- d) All disturbed areas shall be stabilized by appropriate soil stabilization measures by October 15 of each year.
- e) All work performed between October 15 and May 1 of each year shall be conducted in such a manner that the project can be winterized within 48 hours.
- f) All nonconstruction areas shall be protected by fencing or other means to prevent unnecessary disturbance.
- g) During construction, temporary gravel or sandbag dikes shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
- h) Stabilizing agents such as straw and wood chips shall be used during the interim period after grading in order to strengthen slopes while ground cover takes hold.
- i) Landscaped areas will be developed in such a way that overwatering and excessive irrigation runoff will not occur.

- j) Landscape irrigation systems will be designed to prevent overspray onto impervious areas and eliminate nuisance water runoff.
- k) Revegetated areas shall be continually maintained in order to assure adequate growth and root development.
- l) Physical erosion control facilities shall be placed on a routine maintenance and inspection program to provide continued erosion control integrity.
- m) Where construction activities involve the crossing and/or alteration of a stream channel, such activities shall be timed to occur during the period in which streamflow is expected to be lowest for the year.
- n) Periodic cleaning of paved areas shall be performed to remove sediments and absorbed pollutants.
- o) Routine cleaning of manholes and catch basins shall be performed to remove sediment and debris.
- p) Surveys shall be conducted of all facilities involved in the storage or handling of hazardous or toxic chemicals which might contribute to stormwater pollution.
- q) Control of washdown drainage from industrial facilities shall be enforced by the City.
- r) Information regarding the disposal of waste oil/grease and pesticide containers shall be provided to new business owners.
- s) Controlled use of pesticides and fertilizers shall be enforced by the City.
- t) Future site tenants shall comply with all federal and state regulations for stormwater discharges.

4) Geotechnical

- a) Estimated accelerations expected during the lifetime of the proposed development are relatively high; therefore, seismically resistant structural design in conformance with the Uniform Building Code shall be used for structures within the project.
- b) Hydroconsolidation shall be minimized by densification of upper loose material through a combination of removal and mechanical compaction and saturation as outlined in the Geosoils, Inc. report. In regard to both cut and fill areas, all old fill and compressible alluvium

subject to hydroconsolidation shall be removed and recompacted to 90 percent of its maximum density.

- c) All vegetation, rubbish, and other deleterious material shall be disposed of off-site.
- d) All excavation bottoms shall be observed and approved by the Geotechnical Engineer prior to placement of fill.

3. Biological Resources

a. Impacts. Project implementation would result in the loss of 115 acres of Joshua tree woodland habitat. Due to the low to moderate habitat quality of the site and its reduced value as wildlife habitat due to its isolation from high quality Joshua tree habitat, the loss of these 115 acres is not considered to be significant. The impact is, however, cumulatively considerable when viewed in connection with the incremental effects of past, current, and probable future projects which may be implemented.

b. Mitigation. The project proponent is required to preserve 242 Joshua trees pursuant to the minimum requirements of the draft Native Desert Vegetation Ordinance (#692). It is required that this project establish a mitigation banking program with which to offset cumulative impacts to Joshua tree and California juniper woodlands, as well as other types of desert vegetation in accordance with the draft ordinance. These measures include on-site preservation through project design or as transplanted landscape elements; off-site preservation for City, private, and/or public landscape use; or payment of a fee in lieu of preservation.

Since the project proposes development of the entire site, in situ preservation of Joshua trees through project design is not feasible. The proponent, therefore, proposes to retain 242 Joshua trees as landscape elements within the project area. This would be accomplished by the creation of an on-site holding area for the 242 Joshua trees to be transplanted and incorporated into the landscape design. Potential transplant candidates should be Joshua trees which should be not greater than 12 feet in height, should show evidence of past blooming, and should have healthy foliage and root systems. As a condition of project approval and prior to project implementation, these trees should be selected and tagged by a desert vegetation specialist with experience in the transplanting of Joshua trees. The trees selected for transplantation would be maintained in an on-site nursery holding area.

Project development would be phased so that trees could be removed from the nursery holding area as needed for landscaping purposes. Those trees which cannot be accommodated as landscape elements within the project site would be made available to the City, private contractors, and the public, as specified in Section 14.04.060(B)(2)(a-c) of the draft ordinance. It is not anticipated that the identification of a temporary off-site holding area or payment of fees in lieu of preservation would be necessary for mitigation purposes.

Pursuant to Section 14.04.070 of the draft ordinance, the proponent would bond for the required two-year maintenance of Joshua trees in a healthy condition. Any losses of Joshua trees within this maintenance period

would require replacement as determined by the Director of Planning, City of Palmdale. Implementation of this process would verify that Joshua trees have been transplanted in accordance with the ordinance.

Potentially significant impacts to Mojave ground squirrels could occur as a result of project implementation if these animals occur on-site. It is, therefore, required that ~~a trapping program be conducted during the spring season to conclusively determine whether or not the Mojave ground squirrel is present on the project site. This trapping effort may only be conducted by a biologist with the necessary state permits and/or memoranda of understanding. If Mojave ground squirrels are identified as a result of the trapping effort, mitigation as determined by the California Department of Fish and Game (CDFG) would be required prior to project approval.~~ prior to site development, the applicant will be required to consult with the California Department of Fish and Game (CDFG) to determine the value of the site habitat relative to its ability to support this species. Currently, the CDFG is using a cumulative human impact survey to perform this assesment. The applicant will be required to submit verification of consultation and resolution of this issue with the CDFG prior to the issuance of a grading permit.

In the event that an alternative design for Amargosa Creek improvements is approved, the applicant shall consult with the CDFG and the U.S. Army Corps of Engineers (USACE) to ensure that streambed alteration permits issued to the City for planned Amargosa Creek improvements are valid for the alternate design.

4. Noise

a. Impacts. Future noise levels on the site are expected to range from 74 to 78 decibels (dB) day/night average noise level (L_{dn}). ~~These noise levels are above the exterior noise levels established in the Draft General Plan for industrial (70 dB Community Noise Equivalent Level (CNEL)) and commercial (65 dB CNEL) land uses.~~ Trucks utilizing the internal circulation system and aircraft overflights would cause high single-event noise levels to occur. Because future predicted ambient levels are high, it is not expected that most activities in the industrial area would significantly impact the business park or commercial areas. Additionally, the commercial area could be shielded from the industrial areas by buildings in the business park area, depending on their locations.

b. Mitigation. Because the locations of parking lots and other areas and the location and types of buildings are not specifically known at this time, detailed mitigation measures cannot be determined. Aircraft noise across the site cannot be mitigated in the outdoor environment.

When site plans are developed for the commercial and business park lots, further ~~exterior~~ interior noise studies shall be conducted to determine, if necessary, any feasible noise mitigation measures to reduce ~~traffic~~ interior noise levels to acceptable levels. Barriers around the property or the individual lots could reduce traffic noise by up to 10 A-weighted decibels (dBA) in some areas. ~~Noise levels produced by vehicular traffic on the commercial and business park lots shall be reduced to below the City of Palmdale limit of 65 CNEL for commercial properties.~~ The business park is considered a commercial use in this report. ~~Future vehicular traffic on~~

Avenue M and 10th Street West is not expected to produce noise levels in excess of the 70 CNEL exterior limit on the industrial lots.

~~-----Applicants proposing to develop the business park or commercial lots shall demonstrate, to the satisfaction of the Planning Director, that exterior noise produced by future vehicular traffic on Avenue M or 10th Street West is mitigated to below 65 CNEL in the exterior usable areas of their lots. These areas shall be defined by the City of Palmdale. Mitigation measures can include, but are not limited to, the construction of sound walls or the use of setbacks.-----~~

Because aircraft noise cannot be mitigated in exterior areas, aircraft noise would still be expected to produce noise levels of 69-74 L_{dn} southeast to northwest across the property. Aircraft would become the dominant external source of noise to the site.

~~Applicants shall demonstrate that their building designs would attenuate exterior noise levels to below the standards set by the City of Palmdale. The interior noise level limit ranges from 45 to 65 dBA--55 average sound level (L_{eq}) for commercial buildings, depending on the interior use. Industrial uses have an interior noise level limit of 65 dBA--L_{eq}. Once the specific use of a building is established and detailed plans are available, an interior noise study shall be conducted, as deemed necessary by the Director of Planning, to ensure that exterior noise levels are attenuated to the interior limit appropriate for the use, as determined by the City of Palmdale.~~

The following is a summary of mitigation measures:

~~-----1) Prior to issuance of building permits, applicants proposing future development on the business park or commercial lots shall prepare an exterior noise analysis to be submitted to the Department of Planning for review and approval. Building location and design shall be used to attenuate noise from the industrial components of the Specific Plan area where feasible.-----~~

2) Prior to issuance of building permits, applicants proposing future development on any lot on the site proposed for commercial or business park development shall prepare an interior noise analysis, as deemed necessary by the Director of Planning, to demonstrate compliance with City of Palmdale interior noise level limits. This report shall be submitted to the Planning Department for their review and approval.

5. Land Use/Growth Inducement Induction

a. Impacts. The proposed Antelope Valley Business Park Specific Plan would be in conformance with the Draft City of Palmdale General Plan designation of light industrial for the site. Construction of the proposed project would be accompanied by existing and new development in this part of the city of Palmdale. However, as this growth is planned, it is in accord with the existing and draft General Plan and would not occur until the necessary infrastructure is provided. The proposed project would be served by existing sewer and water lines. Assessment District 90-1 has been proposed to finance

construction of the Amargosa Creek channel improvements. No grading permits or building permits shall be issued for the proposed specific plan prior to the approval of the assessment district and payment of funds required by the district by the applicant. All infrastructure improvements would be available to the site prior to occupancy. The proposed specific plan states that a consolidated infrastructure phasing plan, outlining specific facilities to be constructed and their specific timing, would be submitted to the City of Palmdale for approval prior to construction within any phase of development.

Secondary environmental impacts associated with growth in the city of Palmdale have been addressed in this environmental impact report--(EIR). Several of the secondary impacts of growth such as traffic and air quality were found to be significant and mitigation measures are proposed to accommodate the projected growth. The proposed Specific Plan would be consistent with the existing and proposed land use plan designation of light industrial and the growth associated with the proposed project would be accompanied by the necessary infrastructure and supporting services. Potential impacts to utilities and emergency services are discussed in those sections of the EIR, which include required mitigation measures relating to these potentially growth-inducing impacts. No significant growth-inducing impacts would be associated with the proposed project.

b. Mitigation. As there are no significant growth-inducing impacts related to development of the proposed project, no mitigation is required.

6. Risk/Hazardous Materials

a. Impacts. No potential sources of contamination were evident on the subject property based on a visual inspection, nor were any identified in any of the databases researched. No significant chemical contamination was detected in the soil samples analyzed. Based upon the evaluation of available data, no further chemical assessment/environmental evaluation of the site appears to be warranted.

Future implementation of the proposed project would accommodate a full range of industrial, commercial, and business park uses. Although the exact nature of individual uses cannot be determined at the Specific Plan stage, permitted uses as outlined in the Specific Plan do include uses which could potentially employ hazardous materials (ignitable, reactive, corrosive, or toxic), or which could potentially generate hazardous materials.

The proposed Specific Plan is located in the vicinity of Palmdale Regional Airport/U.S. Air Force Plant 42. Development of structures or land uses that involve smoke or produce glare or other similar visual obstruction could cause a hazard to overflying aircraft.

b. Mitigation. Mitigation measures to ensure that potential existing hazardous materials and future potential generators or handlers of hazardous waste or materials would not adversely affect the environment are as follows:

- 1) Prior to issuance of grading permits, hazardous materials assessments will be performed for individual properties.

- 2) Future grading plans and specifications for individual properties within the Specific Plan area shall include a clause regarding observation, testing, and proper disposal of any hazardous materials encountered during grading and construction.
- 3) Future project land uses involving the use, storage, or transportation of hazardous materials must comply with applicable local, state, and federal health and safety regulations, including the proposed City of Palmdale Hazardous Waste Management Plan, upon its completion.
- 4) Any use involving hazardous materials will require site plan review and/or a Conditional Use Permit, to minimize land use conflict. Said review shall involve all agencies with jurisdiction such as the local Air Quality Management District and Regional Water Quality Control Board.
- 5) Applicants for future developments within the Specific Plan area are required to file the appropriate Notice of Proposed Construction or Alteration (FAA Form 7460-1) with the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations Part 77 - Objects Affecting Navigable Airspace.

Should any operations within the Specific Plan include installation of underground storage tanks and/or industrial wastewater discharge into the public sewer system, the Los Angeles County Department of Public Works shall be contacted prior to issuance of building permits.

7. Traffic and Circulation

a. Impacts. It was concluded that the Level of Service (LOS) for the unsignalized intersections of Avenue M-4/10th Street West and Avenue M-8/10th Street West are below acceptable level "C" with the addition of the proposed project and would be worsened by the addition of other developments in the future. When this project volume and all other known project volumes are added to the intersection of Avenue M and 10th Street West, the LOS reduces to Level F.

In order to assess the effect of development of the proposed project on the street system, the volumes generated by the project were added to the future traffic volumes without the project. Two street segments would be deficient under these conditions. Tenth Street West from Avenue M to Avenue M-8 would become a LOS of F when project volumes are added as would the segment of 10th Street West from Avenue M to Avenue M-4. The significant traffic impacts discussed above would be reduced to below a level of significance by mitigation measures discussed below.

b. Mitigation. The following measures are recommended to mitigate traffic impacts:

- 1) A traffic study shall be prepared and approved by the City Traffic Engineer for any tract or parcel map filed within the Specific Plan area. At the discretion of the City Traffic Engineer, a focused traffic study may also be required for each future development proposal with the Antelope Valley Business Park Specific Plan area. The traffic study shall specifically identify the timing for compliance with required mitigation measures listed below and confirm that additional mitigation measures are not needed to mitigate the individual and cumulative traffic and circulation impacts of each future development.
- 42) Install ultimate improvements along the east side of 10th Street West, adjacent to the subject project. Install ultimate improvements along the south side of Avenue M adjacent to the project.
- 23) Improve all streets within the project to City of Palmdale standards.
- 34) Install a traffic signal at M-4 alignment and 10th Street West.
- 45) Install left-turn phasing on signals at Avenue M and 10th Street West. Relocate and upgrade signal facilities at the southeast and northwest quadrants of the intersection. Upgrade the intersection to accommodate a left-turn pocket, one through lane, and one through/right-turn lane in each direction.
- 56) Install left-turn pocket on Avenue M at 6th Street West for westbound traffic. Install left-turn pockets on 10th Street West at Street A and M-4 for northbound and southbound traffic.
- 67) Develop 6th Street West to provide a left-turn pocket, a through lane, and a right-turn lane for northbound traffic. Relocate traffic signal poles on southeast and southwest quadrants.
- 78) This development should pay its fair share of the cost to add additional travel lanes along 10th Street West. Tenth Street West should be upgraded to a minimum four-lane undivided arterial highway between south of Avenue K to north of Avenue P, to join already upgraded four-lane segments of 10th Street West.
- 89) Recent modeling efforts have identified the need for 10th Street West as an eight-lane facility. Although actual construction of the eight-lane facility is not needed at this time, the right-of-way for such an improvement should be acquired as development occurs. Since this will be a major facility, intersection widening to accommodate right-turn lanes and double left-turn lanes will be appropriate.

- 910) This development shall also pay its fair share of upgrading Avenue M/Sierra Highway dual left-turn lanes and left-turn phasing on all legs, and pay its fair share of the future signalization of Avenue M/northbound ramps at Antelope Valley Freeway (State Route [SR] 14).
- 4011) This development shall comply with all requirements of the Congestion Management Plan for the County of Los Angeles and any related City of Palmdale requirements. This shall include, but is not limited to, trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements. The Specific Plan developer shall designate a person or organization to implement these measures within the project.

8. Emergency Services

a. Impacts. Although additional manpower, equipment, and facilities could be needed to serve this development, existing fire protection facilities would provide an adequate level of service to the proposed project; therefore, impacts to fire department resources are not considered significant. Implementation of the proposed project in conjunction with build-out of the surrounding area would result in a cumulative impact to fire protection services.

The ability of the Sheriff's Office to provide an adequate level of service to the proposed project is subject to the types of uses which ultimately become tenants within the business park; therefore, the adequacy of police protection for the business park cannot be determined at this time. Implementation of the proposed project in conjunction with development of other projects in the service area would result in a cumulative impact to police protection services.

b. Mitigation. Implementation of the following mitigation measures required by the Los Angeles County Fire Department will reduce impacts related to fire protection and to potential of fire hazards on-site:

- 1) The developer will be required to work with the Los Angeles County Fire Department to establish appropriate mitigation for provision of additional personnel, equipment, and facilities in the project vicinity.
- 2) The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.
- 3) Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration will be required.

- 4) Final fire flow will be based on the size of the buildings, their relationship to other structures and property lines, and the type of construction used.
- 5) All on-site driveways shall provide a minimum unobstructed width of 26 feet clear to the sky to within 150 feet of all portions of the exterior walls of the first story of any building.
- 6) All driveways shall be labeled as "Fire Lane" on the final building plans. Labeling is necessary to assure the access availability for Fire Department use.

The following mitigation measures pertaining to police service will reduce impacts of the proposed Specific Plan, and shall be implemented by each applicant prior to occupancy permits for future site-specific development submittals.

- 1) Adequate emergency access and circulation throughout and around the project shall be provided to the satisfaction of the Los Angeles County Sheriff's Department.
- 2) Adequate lighting shall be provided to enhance crime prevention and law enforcement efforts.
- 3) Proper address signs shall be provided for easy identification of locations during emergencies.
- 4) Landscape feature standards which do not conceal potential criminal activity around buildings and in parking areas shall be provided.

9. Cultural Resources

a. Impacts. The site records search requested by RECON indicated the remains of one structure found not to be a significant cultural resource by a previous report located approximately 100 meters west of the trash scatter found on-site. Based on the results of the surveys and the record search results, no archaeological testing is necessary. Neither trash scatter location appears to warrant further archaeological study based on surface indications. However, it is possible that additional earlier materials could be uncovered during grading.

b. Mitigation. In light of the possibility that an early materials site may be found in the trash scatter located in the western portion of the project site, it is recommended that monitoring of topsoil removal by a qualified archaeologist be a condition of project approval. The qualified archaeologist shall attend the pre-grading meeting and be present during grading and grubbing in the trash scatter area. Should additional early materials be uncovered, grading will be halted to allow for their recovery. Material recovered will be analyzed and a report prepared documenting the findings. No significant impacts to cultural resources will occur as a result of development if these mitigation measures are implemented.

10. Paleontology

a. Impacts. Due to the presence of numerous vertebrate fossils located near the project site, the Pleistocene alluvial deposits are considered to have a moderate to high potential for the future discovery of significant fossils. Grading operations associated with the development of the project site are likely to expose and destroy these fossils resulting in an adverse impact on the region's paleontological resources. This adverse impact can be reduced to below a level of significance with implementation of appropriate mitigation measures.

b. Mitigation. A qualified paleontologist shall be retained to perform inspections of the site during grading. Inspections should be half-time initially and full-time if fossils are located. The paleontologist should have the power to temporarily divert or direct grading to facilitate evaluation and, if necessary, salvage of any exposed fossils. Any fossils located should be collected, identified, and donated to a public institution with a research and/or educational interest in the materials. A final report summarizing findings should be made available to the designated repository and the Lead Agency.

11. Utilities

a. Impacts. The project site will be served by 8-inch and 10-inch water main extensions connected to an existing 14-inch main located in 10th Street West and an existing 12-inch main located in Avenue M. Total average daily water demand for the proposed project would be approximately 404,717 gallons, or 453.3 acre feet per year (AFY), which represents a 1.81 percent increase in the Los Angeles County Water Works District No. 4's annual distribution volume of 25,000 AFY. Maximum day demand is calculated as 2.5 times the average daily demand, or 1,001,793 gallons.

Under normal, non-drought conditions, the District would have adequate water to serve the proposed project and there would be no impact on either water supplies or service given current regulatory requirements set in place by the District. However, groundwater recharge is currently decreasing at a time when the demand for domestic water is increasing; therefore, the proposed project would have an adverse, but not significant, impact on District No. 4 water supplies. The combined water demand from the proposed project and other proposed projects would result in a cumulatively significant impact due to increased water demand and lack of a complete water distribution system.

Proposed sewer facilities within the project would incorporate 8-inch, 10-inch, and 12-inch lines. Wastewater within these lines would flow northward and easterly to an existing 12-inch line within 10th Street West, north of its intersection with Avenue M. Total average daily wastewater generation for the proposed project would be approximately 161,887 gallons, or 0.16 million gallons per day (MGD). Project-related demand for wastewater transport and processing in conjunction with demand from other proposed users of the Lancaster Water Reclamation Plant (WRP) will result in a cumulatively significant impact to sewer service.

Solid waste generated by the proposed project may impact the lifetime of the Antelope Valley landfill, the landfill located in Lancaster, or any other landfill facility that may be utilized by the business park. It is

anticipated that the proposed project would generate approximately 181,573 pounds or 90.8 tons of solid waste per day. This will result in a cumulatively adverse impact on landfill availability. The proposed project can be designed to include facilities or programs with which to facilitate the recycling of reusable materials.

b. Mitigation

1) Water

- a) Provision of water service to the proposed project will be required as part of project development and will occur to the satisfaction of the City of Palmdale prior to approval of building permits for the project. Project implementation will require mitigation in coordination with the City of Palmdale, the Los Angeles County Waterworks District No. 4, the Palmdale Water District, and the Los Angeles County Fire Department.
- b) The following state laws require water-efficient plumbing fixtures in structures:
 - (1) Low-flush toilets and urinals are required in virtually all buildings (as required in Health and Safety Code Section 17921.3).
 - (2) Efficiency standards must be met that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979 [pursuant to Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards)].
 - (3) No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards [Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards)].
 - (4) Installation of fixtures is prohibited unless the manufacturer has certified to the California Energy Commission (CEC) compliance with the flow rate standards [Title 24 of the California Administrative Code Section 2-5307(b)].
 - (5) Pipe insulation is required to reduce water used before hot water reaches equipment or fixtures. Insulation of water heating systems is also required [Title 24, California Administrative Code Section 2-5352(i) and (j)].

- (6) Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit the flow of hot water.
- c) The following measures are recommended to be implemented to conserve water in the interior of buildings:
- (1) Supply line pressure: Reduce water pressure greater than 50 pounds per square inch (psi) to 50 psi or less by means of a pressure-reducing valve.
 - (2) Ultra-low-flush toilets: Install 1.5-gallons-per-flush toilets in all new construction.
 - (3) Drinking fountains: Equip drinking fountains with self-closing valves.
 - (4) Restaurants: Use water-conserving models of dishwashers with spray emitters that have been retrofitted for reduced flow. Serve drinking water upon request only.
- d) The following measures are recommended to be implemented to conserve water in exterior areas throughout the specific plan:
- (1) Landscape with low-water-using plants wherever feasible.
 - (2) Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
 - (3) Group plants of similar water use to reduce over-irrigation of low-water-using plants.
 - (4) Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.
 - (5) Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
 - (6) Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.

- (7) Use pervious paving materials whenever feasible to reduce surface water runoff and to aid in groundwater recharge.
- (8) Grade slopes so that runoff of surface water is minimized.
- (9) Investigate the feasibility of using reclaimed wastewater, stored rainwater, or gray water for irrigation.

2) Sewer

The project developer will be required to pay prevailing sewer assessment fees, provide adequate on-site wastewater conveyance facilities, and conform with City Public Works Department and the Los Angeles County Sanitation District No. 14 development standards pertaining to wastewater.

3) Solid Waste

- a) Information shall be provided by the Specific Plan developer to new business owners concerning the recycling services in the development area. Said information shall identify nearby recycling centers, identify possible markets for recyclables in the area, and suggest to the building/business owners that they recycle glass, metal, paper, cardboard, and other materials to the maximum extent feasible. The information shall have a signature page which states that the building owner has read and understands the information and, therefore, will comply with the measures.
- b) Prior to building design approvals by the Planning Department, source separation facilities shall be incorporated into building design to ensure that materials such as metals, glass, paper, plastics, and composting matter be recycled.
- c) Insulation and other products made of recycled materials shall be used in the construction of commercial, office, and industrial buildings.
- d) The Specific Plan landscape design guidelines for developments and streetscapes shall be developed to include drought-resistant plant materials (xeroscape concepts), which will have minimal maintenance needs generating less yard wastes for disposal at County landfills.
- e) Prior to issuance of occupancy permits, subsequent project applicants shall comply with the City Waste Reduction and Recycling section of the Solid Waste Management Plan as determined by the Planning Department or the City's Solid Waste Coordinator.

- f) Trash receptacle design guidelines/standards for the commercial/industrial developments shall include siting of recycling facilities within trash receptacle enclosures. The design shall be approved by the Planning Department or the City's Solid Waste Coordinator prior to site plan or conditional use permit approval.
- g) Prior to issuance of occupancy permits, trash compactors shall also be required for large waste generators to reduce waste volumes and to minimize impacts to landfill capacities. Identification of "large" waste generators is at the discretion of the City Planning Department.

C. SUMMARY OF PROJECT ALTERNATIVES

1. No Project Alternative

The "No Project" Alternative would avoid all of the environmental impacts associated with the proposed project by retaining the site in its existing condition. Impacts from the proposed project, including the loss of biological resources, cumulative increases in air pollutant emissions, flooding, risk from hazardous materials, increased traffic generation, and increased demand for services, would be eliminated. This alternative would, at least on a temporary basis, preserve the natural character of the site. Implementation of the No Project Alternative would not preclude future development of the property for industrial uses, but would only delay such development.

The No Project Alternative was rejected because it would not provide as many employment opportunities and support services as the proposed Specific Plan.

2. Reduced Land Use Intensity Alternative

This alternative has the same allowable land use types as the proposed project; however, the maximum square footage of each land use category has been reduced by 25 percent. As an example, the proposed Specific Plan allows up to 743,650 square feet of business park use; the Reduced Land Use Intensity Alternative would allow a maximum 557,738 square feet of development in this land use category. The lower development intensity will reduce local traffic, public service, and utilities demand. The decreased local traffic will result in consequent reductions in local air quality impacts.

The Reduced Land Use Intensity Alternative is not being considered by the applicant because it would not achieve the project goal of creating employment opportunities in the Palmdale area as effectively as the proposed project. Implementation of this alternative may result in less efficient use of prime developable land with good freeway access.

3. Alternative Site Location

The basic objective of the Antelope Valley Business Park Specific Plan is to create a high quality development within which industrial, commercial, and business park facilities can locate. Upon adoption of the Specific

Plan, the development standards of the Specific Plan would supersede the current City of Palmdale zoning regulations for the project site.

A search for alternative locations for the proposed project was conducted within the city of Palmdale. Sites of similar or greater size and with the similar light industrial or commercial designation in the General Plan were sought. The alternative site chosen is the Palmdale Trade and Commerce Center Specific Plan project site. This site consists of approximately 750 acres located in western Palmdale and is planned for a variety of business park land uses. The proposed alternative project site is generally bounded by Avenue P to the north, Palmdale Boulevard to the south, future Division Street to the east, and 10th Street West to the west.

In conclusion, significant impacts resulting from implementation of a Specific Plan at the alternative site would be similar to those identified for the proposed project site. However, the Palmdale Trade and Commerce Center is an approved project located closer to existing urbanized areas of Palmdale and implementation of the plan would require shorter extensions of public services. Development at the alternative site would meet the goals of the proposed project and would be considered an environmentally superior alternative.

4. Residential Land Use Alternative

This alternative involves the development of urban housing at a density of approximately 5 dwelling units per gross acre. A maximum of 600 dwelling units could be built on the 120-acre site. If this alternative is chosen, the majority of the impacts associated with the proposed project would still be present.

Project-related impacts related to hydrology, biology, cultural resources, and paleontological resources would be similar to those of the proposed project due to the similar grading and site preparation techniques necessary to accommodate a residential community. Land use and planning impacts would be significant as the residential land use would be inconsistent with the light industrial land use in the City of Palmdale General Plan. Local traffic and air quality impacts would be decreased, as 600 units would generate approximately 6,000 average daily trips, which is about 3,200 less trips per day than the proposed project. However, regional traffic and related air quality impacts would be greater than the uses proposed in the Specific Plan because of the resultant exacerbation of the jobs/housing imbalance and loss of local employment and service opportunities. Noise impacts to future residents would be significant. Noise barriers and interior noise attenuation measures would likely need to be incorporated into the project.

Although adoption of this alternative would reduce some of the impacts, it was rejected because it would have an adverse impact on the City's jobs/housing imbalance. This alternative would also not achieve the project objective to provide a mix of commercial, industrial, and business park land uses.

5. Natural Channel Alternative

This alternative involves leaving Amargosa Creek as a natural channel through the project site. As described in the Hydrology section of this

EIR, more than half the project site is within Zone AO (depth 1) of the Flood Insurance Rate Map. This zone corresponds to the areas of 100-year shallow flooding (average depth 1 foot), usually in the form of sheet flow on sloping terrain. Flood insurance is mandatory in this zone and all buildings would be required to raise their base pads by one foot above the base flood elevations. Construction of the number of buildings as shown in the proposed project would require additional hydrological studies to determine their effect on the floodplain and floodway. It is probable that the project would have to be reduced in square footage and buildable area to avoid adverse impacts to the Amargosa Creek floodplain.

The Amargosa Creek Flood Control Channel improvements are proposed to be constructed as one component of a larger flood control system for Antelope Valley. This system is designed to allow development to occur throughout the region with a reduced risk of flood hazard. The proposed channel improvements within the project site would be a small component of the overall improvements for Amargosa Creek and the valley. A naturalized creek through the project site would not be consistent with current hydrological studies and plans for this area and would require new calculations for the entire system. An EIR for the proposed Amargosa Creek improvements is currently being prepared and will address these issues in detail. The developer has rejected this alternative because it is not consistent with current regional flood control plans and could result in a reduced amount of buildable square footage for the proposed project.

II. INTRODUCTION AND PURPOSE

This EIR addresses the Antelope Valley Business Park Specific Plan project site located on 120 acres in the western portion of the city of Palmdale. The purpose of the EIR is to inform public agency decision makers and the general public about the potential impacts associated with this development and the various mitigation measures which may be used to reduce those impacts. Discretionary actions would include zoning of the project site to Specific Plan and a request for approval of the Specific Plan and tentative tract map.

The necessity for environmental review and the process of the review is defined by the California Environmental Quality Act (CEQA) (Section 21000 et seq. of the California Public Resources Code) and by the CEQA Guidelines (Section 15000 et seq. of the California Administrative Code). The preparation, contents, and review of this report have been accomplished in conformance with these two codes and the procedures of the City of Palmdale. The overall process includes the following steps:

1. Submittal of the project by the applicant. In this case, the project requires approval of a Specific Plan and other actions requested by the applicant, the Lusk Company. Part of the project application included environmental information, which has been submitted to and reviewed by City staff.
2. Preliminary review by the Planning Department and preparation of an Environmental Initial Study. This review determined that the project could have a significant impact on the environment and resulted in the decision to prepare this EIR.
3. Preparation of the draft EIR. A Notice of Preparation was circulated by the Planning Department to other agencies and interested parties; a draft EIR was prepared by a private consultant and was subsequently reviewed and revised by City staff.
4. Distribution of the draft EIR for public review.
5. Preparation of the final EIR, including any necessary revisions in the draft document, letters of comment received during the public review, and responses to those letters.
6. Certification of the Final EIR by the City Council of the City of Palmdale.

An Initial Study for the proposed project was prepared by the City of Palmdale's Planning Department. The Initial Study identified potential significant environmental effects and established the scope of the issues to be discussed in the EIR. A Notice of Preparation (NOP) identifying the scope of the EIR was prepared by the City of Palmdale and distributed for review between November 28 and December 28, 1990. This EIR incorporates comments on the project which were made during the NOP period. The Initial Study, NOP, and letters responding to the NOP are included as Appendix A.

The following issues have been identified for analysis in the EIR: air quality, hydrology, biology, noise, land use/growth inducement, risk/hazardous materials, traffic and circulation, emergency services, cultural resources, paleontology, and utilities. For each topic under analysis, the Environmental Analysis section of this report presents a discussion of the existing conditions followed by a discussion of impacts, mitigation measures recommended for potentially significant impacts, and mitigation monitoring. The Environmental Analysis section is followed by a discussion of project alternatives, irreversible environmental changes, the relationship between short-term uses and long-term productivity, and cumulative impacts.

In accordance with Section 15182 of the CEQA Guidelines, subsequent phases or projects must be reviewed to determine if additional environmental review will be required. If a subsequent phase or individual project on this property is found to be consistent with the Specific Plan (and no other changes leading to significant impacts have occurred), then additional environmental documentation will not be required. Alternatively, it may be determined that there have been changes to the project requiring documentation but not resulting in any significant impacts. In this case, a Negative Declaration would be prepared and reviewed. If implementation of subsequent phases or projects would result in significant effects not documented in previously prepared EIRs, the preparation of a new EIR would be required.

"CEQA and the CEQA Guidelines require certain items of information to be presented in any EIR. CEQA and the Guidelines do not, however, specify the format in which those items shall be included." As a general rule, a topical organization has been followed here so that all of the information related to a single issue is presented in the same report section.

Pertinent documents relating to this EIR have been cited, in accordance with Section 15148 of the CEQA Guidelines, to eliminate the need for inclusion of voluminous engineering and technical reports within the EIR. A considerable sum of environmental information has been prepared previously which is relevant to the current project. In such circumstances, Section 15150 of the CEQA Guidelines allows "incorporation by reference" as a means of reducing redundancy and length of environmental reports. Of particular relevance are those previous EIRs which present information regarding descriptions of environmental settings, development-related growth, and cumulative impacts. The following documents are hereby incorporated by reference into this Draft EIR. A summary of the documents follows:

Antelope Valley Business Park Specific Plan, prepared for the City of Palmdale by the Planning Network, October, 1990. This is the primary document governing development of the proposed site. Included within the Specific Plan are project goals, objectives, and policies; a detailed description of the project; project implementation strategy; and design regulations and guidelines. The document is available for review at the City of Palmdale Planning Department.

Palmdale Trade and Commerce Center Specific Plan Final EIR, SCH No. 89090618, prepared for the City of Palmdale by Robert Bein, William Frost & Associates, July 1990. This document addresses a 756.2-acre Specific Plan located in western Palmdale in the Antelope Valley. It is bordered by Avenue P and SR 14 to the north, 10th Street West to the west, Palmdale Boulevard to the

south, and Division Street to the east. This Specific Plan serves as a means of managing the use of land, establishes provisions for detailed site development, and provides a comprehensive approach to infrastructure planning and financing. This EIR contains a considerable amount of information pertaining to existing conditions and project impacts. This document is available for review at the City of Palmdale Planning Department.

III. PROJECT DESCRIPTION

A. PROJECT LOCATION

The Antelope Valley Business Park encompasses 120 acres of land located in the northern portion of Los Angeles County within the city of Palmdale (Figure 1). This area constitutes the western portion of the "High Desert" area and is more specifically known as Antelope Valley.

The city of Palmdale is located approximately 60 miles north of downtown Los Angeles, 50 miles west of the city of Victorville, and south of the city of Lancaster. The central core of the city of Palmdale lies approximately 4.5 miles south-southeast of the project area. Edwards Air Force Base is located approximately 20 miles northeast of the city of Palmdale.

The major transportation route to the city of Palmdale from downtown Los Angeles is Interstate 5 and SR 14. The Antelope Valley Business Park project site is located at the southeastern corner of Avenue M and 10th Street West. SR 14 is located west of the project site, with Avenue N to the south and Sierra Highway to the east (Figure 2).

B. SITE DESCRIPTION

The site is presently vacant and is basically flat, sloping slightly downward towards the north. On-site elevations range from 2,525 feet to 2,560 feet above mean sea level (MSL). Amargosa Creek and its floodplain run north and south along the eastern boundary of the site. The areas adjacent to the creek are within a flood-prone zone and would be subject to flooding during 100-year storms. Approximately 75 acres of the project site are occupied by moderately disturbed Joshua tree woodland habitat. Although no rare or endangered species have been detected on or adjacent to the site, several sensitive species are known to occur in the general vicinity.

An industrial complex exists north of the project site. Scattered industrial businesses exist to the west. Properties to the east and south of the project site are vacant and support the same kind of Joshua tree woodland community that exists on-site. An 80-acre area to the south has been proposed for the site of the 10th Street West industrial center. Air Force Plant 42 is located approximately 1.25 miles east-southeast of the project area.

C. PROJECT CHARACTERISTICS

The Antelope Valley Business Park Specific Plan (Planning Network 1990), on file with the City of Palmdale and summarized below, would be a 120-acre master planned project that would accommodate a variety of industrial, commercial, and business park uses. The land use plan for the proposed project would permit a mixture of designations which would be intended to respond to a range of demands for land uses within an integrated development. Types of permitted activities would include manufacturing and assembly, wholesale, storage and distribution, and commercial uses, such as professional offices, business support services, and eating and drinking establishments.

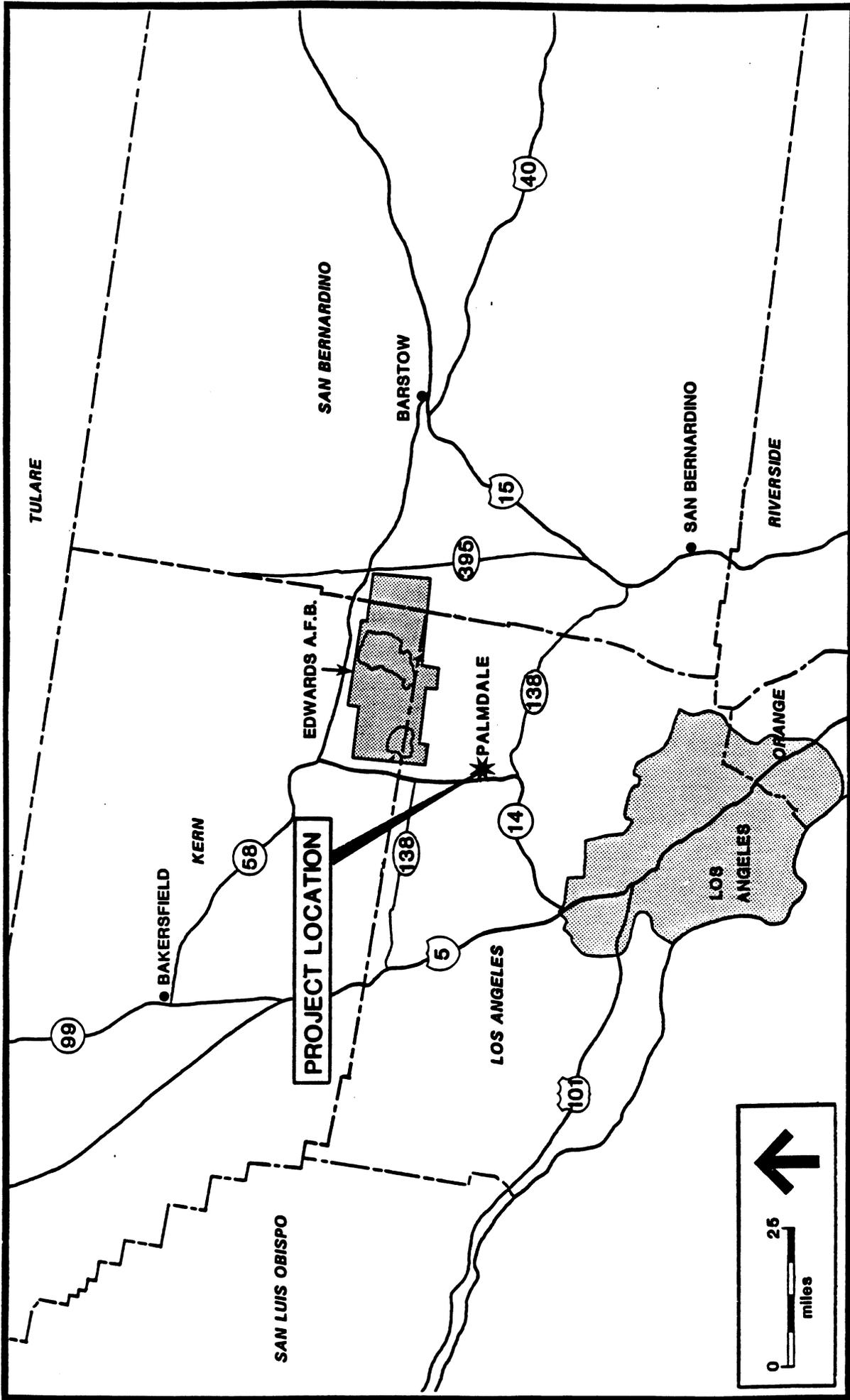


FIGURE 1. THE LOCATION OF THE PROPOSED PROJECT RELATIVE TO THE COUNTY OF LOS ANGELES

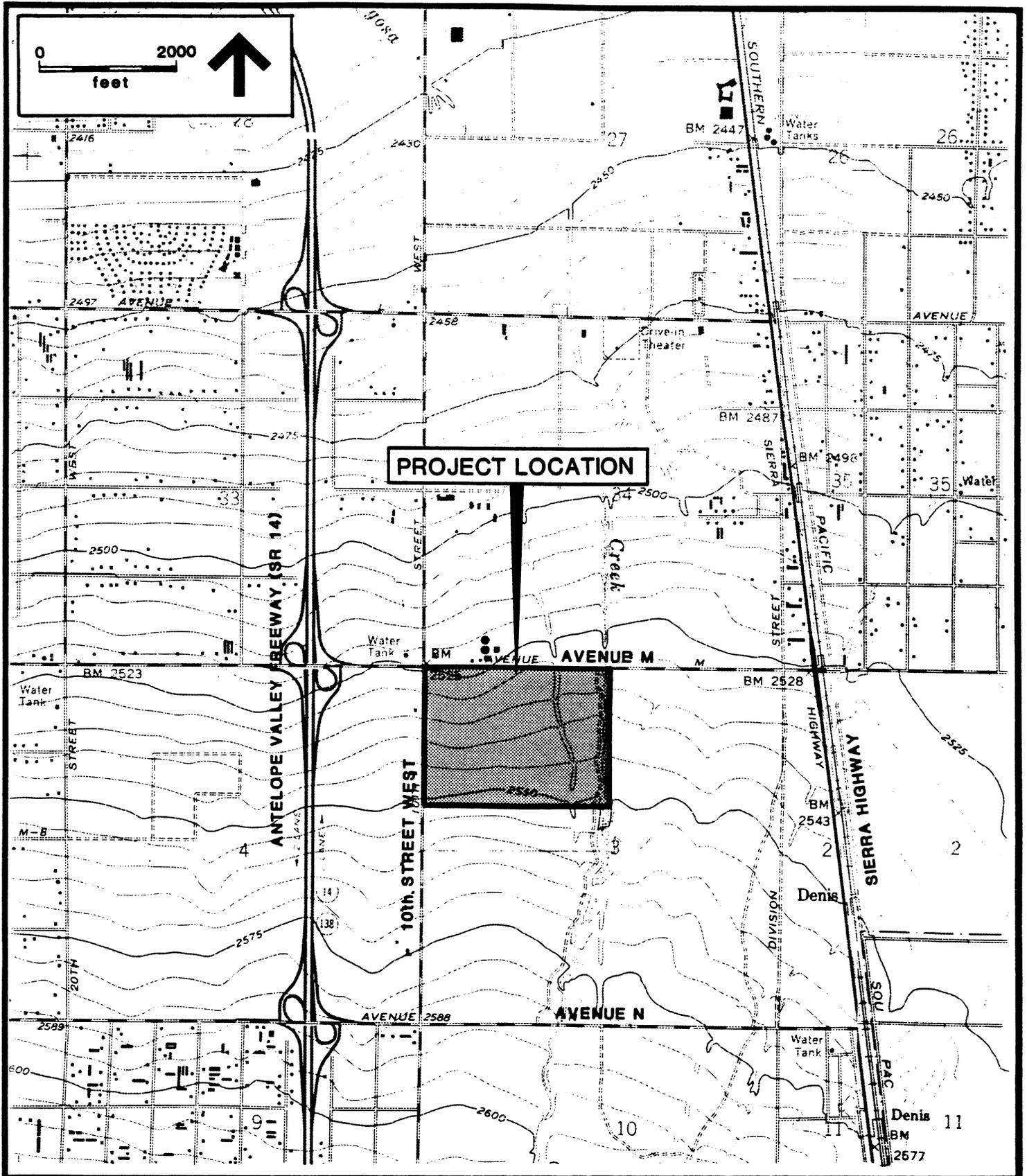


FIGURE 2. PROJECT LOCATION ON U.S.G.S. 7.5 MINUTE TOPOGRAPHIC MAPS, LANCASTER EAST AND LANCASTER WEST QUADRANGLES

Current zoning for the subject property is M-A (Aircraft). The existing Land Use Element of the General Plan (City of Palmdale 1985) and draft City of Palmdale General Plan (City of Palmdale 1990) designate this parcel for Light Industrial and Office Commercial development (Figure 3). Upon adoption of the Antelope Valley Business Park Specific Plan, the development standards in the Specific Plan would supersede the current City of Palmdale zoning regulations for the project site.

The elements of the Antelope Valley Business Park Specific Plan include planning concepts, a land use plan and development regulations, component plans (i.e., circulation, infrastructure and landscape concept), design guidelines, and development phasing. Planning concepts provide a general framework for the project as to goals and objectives, visual image, and a community and regional perspective of the proposed project.

The land use plan section addresses three types of land uses that would be developed within the Antelope Valley Business Park: industrial, commercial, and business park (Figure 4). The land use plan includes 57.94 net acres of industrial, 5.53 net acres of commercial, and 37.73 net acres of business park uses. The remaining 19.92 acres would be used as streets (Table 1). A summary of permitted and limited uses within each land use category is provided in Table 2.

The primary use of the industrial areas would be manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses. This portion of the business park would be characterized by primarily single-story and low-rise industrial buildings. The industrial land uses would occupy about 57.0 net acres or 47.5 percent of the project development.

Commercial services such as eating establishments, copying, and other services required to support a major business center would be encouraged within the commercial portion of the site. This land use category would include 5.67 net acres which comprises 4.7 percent of the project.

The remaining 38 acres of the business park is primarily intended for light industrial and office-based firms. Other uses would include research and development, multi-tenant industrial uses, business support services, and office/administrative facilities.

Development standards are included within the Antelope Valley Business Park Specific Plan for the three major land use categories discussed above. These standards, which are intended to replace the M-A zone regulations, address minimum parcel size, maximum building height (50 feet), building setbacks, parking setbacks, landscape requirements, loading area requirements, trash enclosure requirements, exterior building material requirements, and roofing and rooftop equipment requirements.

The circulation and access component of the specific plan addresses street alignments and configurations, and pedestrian access. Existing local circulation is provided to the project site via 10th Street and Avenue M. Both streets are presently two-lane streets, but are designated as major arterials by the City of Palmdale. Pedestrian access would be provided along the west side of 6th Street West and the north side of A Street and along the exterior of the site according to the Specific Plan. In order to minimize conflicting

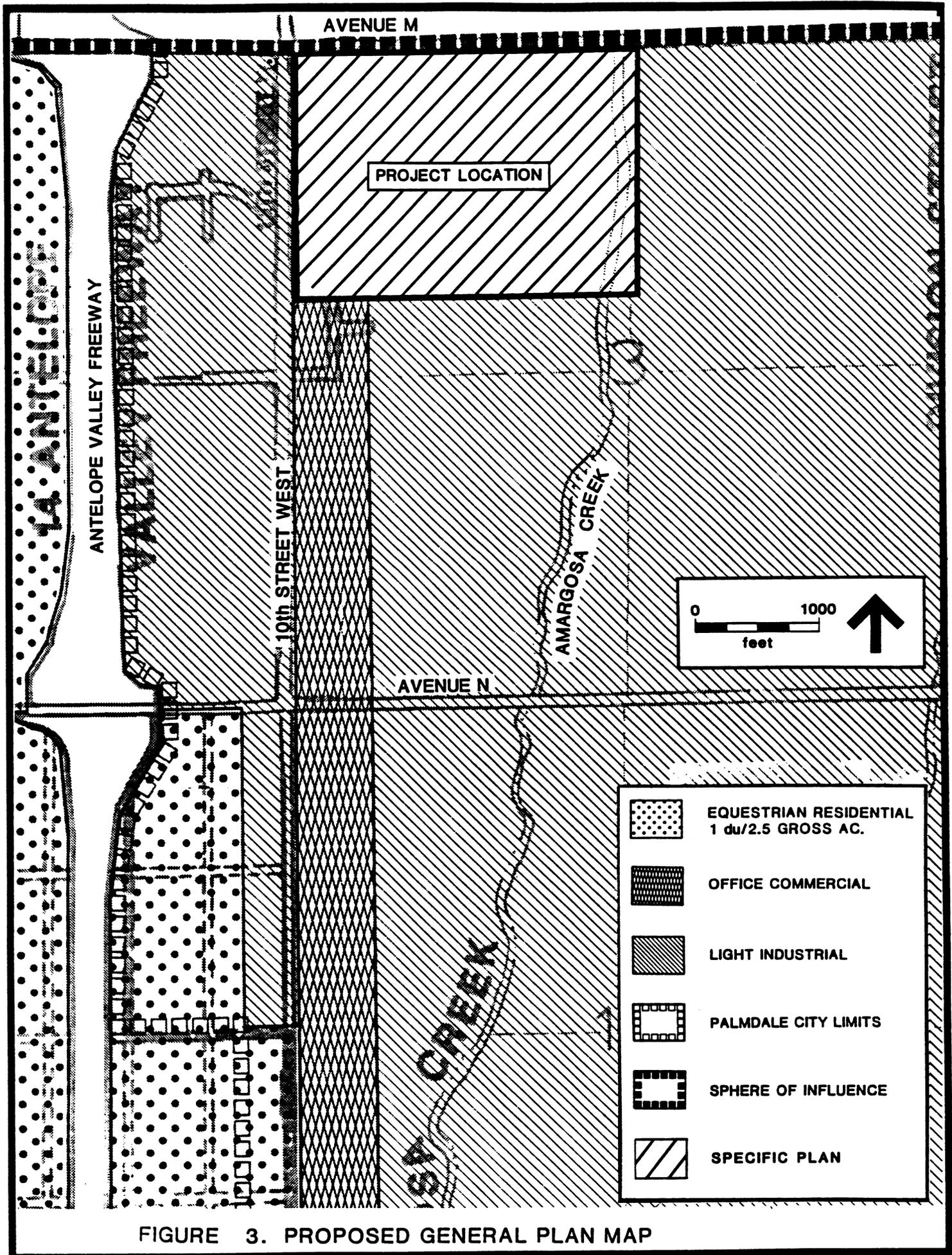
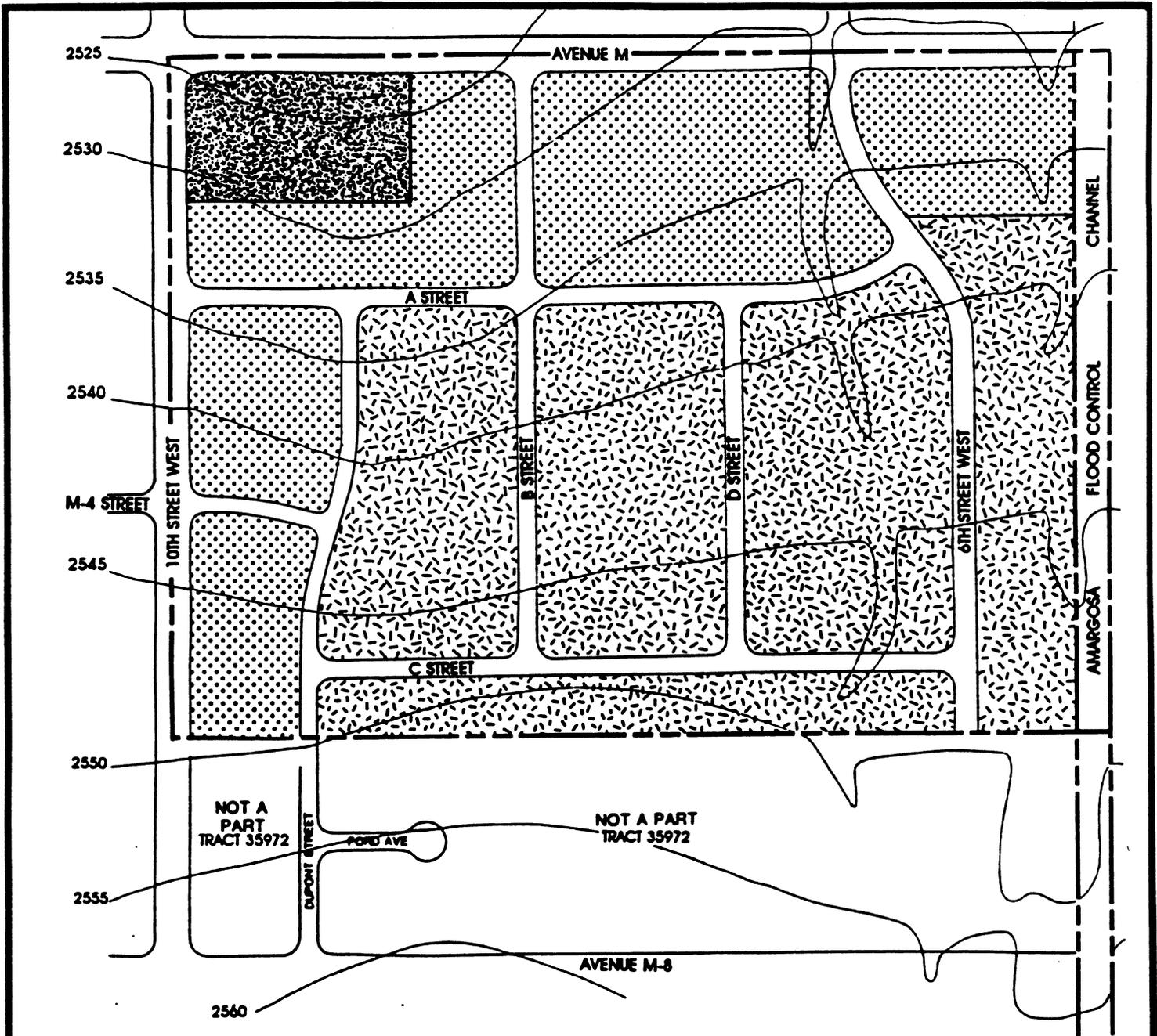
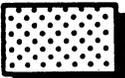
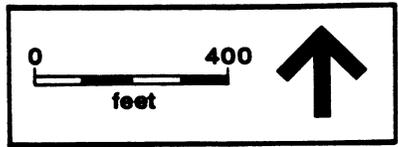


FIGURE 3. PROPOSED GENERAL PLAN MAP



LAND USE	ACRES
COMMERCIAL	5.53
BUSINESS PARK	37.73
INDUSTRIAL	57.94
<hr/>	
NET STREETS	101.20
	19.62
<hr/>	
GROSS	120.82

	COMMERCIAL
	BUSINESS PARK
	INDUSTRIAL



SOURCE: PLANNING NETWORK, 1990

FIGURE 4. PROJECT LAND USE PLAN

**TABLE 1
LAND USE SUMMARY**

	Net Acreage	Approximate Building Square Footage
Industrial	57.94	1,117,314
Commercial	5.53	98,794
Business Park	<u>37.73</u>	<u>743,650</u>
Developed Areas	101.20	1,959,758
Streets	19.62	
TOTAL	120.82	

**TABLE 2
MATRIX OF PERMITTED AND LIMITED USES**

	Industrial	Commercial	Business Park
<u>Manufacturing and Assembly</u>			
Auto and light truck repair - minor	P		P
Auto and light truck repair - major	P		
Custom manufacturing and assembly	P		P
Light manufacturing and assembly	P		P
General manufacturing and assembly	P		
<u>Wholesale, Storage, & Distribution</u>			
Light wholesale, storage, & dist.	P		P
General wholesale, storage & dist.	P		
<u>Commercial Uses</u>			
Administrative & professional offices	<u>LP</u> (1)	P	P
Automotive fleet storage	P		
Automotive rental agencies	P	P	P
<u>Automotive service station</u>		<u>P</u>	
Building maintenance services	P		P
Building supplies and sales	<u>PA</u>	<u>P</u>	<u>PA</u>
Business supply retail & services		P	P
Business support services		P	P
Communication services	P	<u>P</u>	P
Conference/convention facilities		P	<u>P</u>
Convenience sales and services		P	<u>A</u>
Durable goods sales, retail	<u>LA</u>	<u>P</u>	<u>PA</u>
Durable goods sales, wholesale	<u>PA</u>		<u>PA</u>
Eating and drinking establishment	<u>P</u> (1)	P	<u>P</u> (1)
Entertainment		<u>LCUP</u>	<u>LCUP</u>
Fast food sales	<u>LP</u> (1)	P	<u>P</u> (1)
Financial institutions	<u>LP</u> (1)	P	<u>LP</u>
Food and beverage sales	<u>P</u> (1)	P	P
<u>Gasoline stations/convenience mart</u>		<u>CUP</u>	
Health clubs and spas	<u>LP</u> (1)	P	P
Hotels and motels		P	P
Laundry services	P	<u>P</u>	P
Medical and health care services		P	P
Personal services		P	P
Retail sales of goods produced on-site	<u>LA</u>	<u>P</u>	<u>LA</u>
Vocational and trade schools	<u>CUP</u>	<u>LCUP</u>	<u>LP</u>
Public Facilities and Utilities	<u>P</u>	P	<u>P</u>
Caretakers Residence	<u>L(4)P</u>		

TABLE 2
MATRIX OF PERMITTED AND LIMITED USES
(Continued)

(1) ~~May be permitted~~ as a ~~limited-accessory~~ use to support ongoing operations otherwise permitted ~~within areas designated Industrial~~.

Legend: P - Permitted - Site Plan Review only
~~L - Limited Use~~ CUP - Conditional Use Permit required

Note: Uses with no symbol listed are prohibited within that zone.

A. Accessory Commercial Use: Commercial uses within those areas designated as industrial or business park shall be limited to those commercial activities that are secondary and accessory to the manufacturing activities on each parcel. Accessory commercial activities shall be allowed only to the extent that the commercial uses are incidental and supportive of the predominant industrial or business park use. Said accessory commercial uses shall be limited to 25 percent of the floor area of each parcel on which they are proposed.

circulation movements, parcels of 0.75 acre and less would be restricted to a single vehicular access onto the public street.

The infrastructure component of the Specific Plan indicates the location of on-site drainage flows, water pipe installation, and sewer line installation.

The landscape concept of the Specific Plan identifies the primary landscape elements that would visually enhance the project, including streetscape, buffers, entries, criteria for on-site landscaping of individual parcels, and a recommended plant palette. The Specific Plan also discusses design guidelines which address the general criteria for signage, graphics, and lighting to be allowed within the proposed project area.

D. PROJECT OBJECTIVES

During the 1980s, the city of Palmdale experienced major population growth and a rapid expansion of residential development. Although the military and aerospace industries in the area provide a substantial number of jobs to local residents, the majority of Palmdale residents must commute to the greater Los Angeles area for employment purposes. Therefore, a need exists to create commercial and industrial growth in order to establish a more diversified employment base.

The Antelope Valley Business Park Specific Plan is designed to achieve the following objectives:

1. Create a high quality development within which industrial, commercial, and business park facilities can locate.
2. Establish design and development standards that will insure a high quality, integrated project that will endure over time.
3. Provide a land use and phasing program that will allow development to occur in an orderly, logical, integrated manner, and yet will have the flexibility to respond to changes in market demand.
4. Respond to the growing pressure for industrial, commercial, and business park expansion in the Antelope Valley region.
5. Provide an expanding industrial economic base for the City of Palmdale.
6. Provide employment opportunities for people seeking to relocate to the Palmdale area to take advantage of the availability and affordability of housing, and for persons living in the Palmdale area who are currently commuting to distant employment centers.
7. Create a landscape and streetscape that will enhance the aesthetic and visual quality of the area.
8. Provide a planned infrastructure, utility, and service program that can meet the expanding needs of the project site as required by the City of Palmdale and utility companies, in an efficient and cost effective manner.

9. Utilize landscape buffers to minimize disturbance from adjacent land uses.
10. Maximize traffic flow to the project site by locating commercial areas adjacent to major arterials.

E. DISCRETIONARY ACTIONS

The discretionary actions required by the City of Palmdale for this project include the following:

1. Zoning of the project area to Specific Plan.
2. Approval of the Antelope Valley Business Park Specific Plan by the City of Palmdale Planning Commission and City Council.
3. Approval of Tract Map No. 44769.

IV. DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

A. AIR QUALITY

An air quality technical report was prepared to address potential air quality impacts from the proposed project. The air quality technical report found in Appendix B is summarized below.

1. Environmental Setting

a. Climate. The city of Palmdale is located in the Antelope Valley, in the southwestern portion of the Mojave Desert. Weather conditions in this region are characteristic of a high desert climate dominated by the Pacific high pressure system. During the summer, the Pacific high is well developed to the west, and a thermal trough overlies the region. This thermal trough causes strong onshore pressure gradients between the coastal areas and the desert, and, as a result, the prevailing wind direction is from the west-southwest. Summer conditions are marked by clear skies, a great amount of sunshine, generally good air circulation through the mountain passes, and a very low relative humidity during the daytime hours. Mean maximum summer temperatures range from 90 to 100 degrees Fahrenheit, with an average of 75 to 80 degrees.

During the winter, the Pacific high retreats to the south and allows frontal systems to drift over the coastal ranges and affect the high desert region. Although these frontal systems weaken as they move from the coast into the desert (losing much of their moisture before they get to the Antelope Valley), they bring most of the rainfall that occurs in the west valley. Precipitation varies from 8 to 12 inches per year. Evaporation, even in winter, exceeds precipitation due to the desiccating winds. The mean maximum winter temperatures are usually in the mid-fifties.

b. Existing Air Quality. Ambient air quality is described in relation to state and federal standards that have been adopted to protect public health. These standards represent the maximum level of background pollution considered acceptable, with an adequate margin of safety. The six pollutants of primary concern for which national ambient air quality standards (NAAQS) have been established are sulfur dioxide, lead, carbon monoxide, nitrogen dioxide, ozone, and suspended particulate matter. The State of California has set more stringent limits on those six pollutants and has developed additional standards (CAAQS) to include sulfates, hydrogen sulfide, vinyl chloride (chloroethylene), and visibility-reducing particles. Table 3 lists the 1989 federal and state standards for all criteria pollutants.

The site of the proposed Antelope Valley Business Park is in the Southeast Desert Air Basin (SEDAB) portion of Los Angeles County. The SEDAB is bounded by the Colorado River to the east, the crest of the San Bernardino, San Gabriel, and San Jacinto Mountains to the south and west, and the northern boundary of Kern County to the north. Air quality at a particular location is a function of the type and amount of pollutants being emitted into the air locally and throughout the basin and of the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, temperature inversions which impede air movement and can thus trap pollutants, and the local topography.

Table 3.
State of California Air Resources Board Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²			
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,4,6}	Method ⁷	
Ozone	1 Hour	0.09 ppm (180 ug/m3)	Ultraviolet Photometry	0.12 ppm (235 ug/m3)	Same as Primary Std.	Ethylene Chemiluminescence	
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m3)	Non-dispersive Infrared Spectroscopy (NDIR)	9.0 ppm (10 mg/m3)		Non-dispersive Infrared Spectroscopy (NDIR)	
	1 Hour	20 ppm (23 mg/m3)		35 ppm (40 mg/m3)			
Nitrogen Dioxide	Annual Average	-	Gas Phase Chemilumi- nescence	0.053 ppm (100 ug/m3)	Same as Primary Std.	Gas Phase Chemiluminescence	
	1 Hour	0.25 ppm (470 ug/m3)		-			
Sulfur Dioxide	Annual Average	-	Ultraviolet Fluorescence	80 ug/m3 (0.03 ppm)		Pararosaniline	
	24 Hour	0.05 ppm ⁸ (131 ug/m3)		365 ug/m3 (0.14 ppm)			
	3 Hour	-		-			1300 ug/m3 (0.5 ppm)
	1 Hour	0.25 ppm (655 ug/m3)		-			-
Suspended Particulate Matter (PM ₁₀)	Annual Geometric Mean	30 ug/m3	Size Selective Inlet High Volume Sampler and Gravimetric Analysis	-	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	24 Hour	50 ug/m3		150 ug/m3			
	Annual Arithmetic Mean	-		50 ug/m3			
Sulfates	24 Hour	25 ug/m3	Turbidimetric Barium Sulfate	-	-	-	
Lead	30 day Average	1.5 ug/m3	Atomic Absorption	-	Same as Primary Std.	Atomic Absorption	
	Calendar Quarter	-		1.5 ug/m3			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m3)	Cadmium Hydr- oxide STRactan	-	-	-	
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 ug/m3)	Tedlar Bag Collection, Gas Chromatography	-	-	-	
Visibility Reducing Particles ⁹	8 hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent. Measurement in accordance with ARB Method V.			-	-	
Applicable Only in the Lake Tahoe Air Basin							
Carbon Monoxide	8 hour	6 ppm (7 mg/m3)	NDIR	-	-	-	
Visibility Reducing Particles ¹⁰	8 hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.07 per kilometer due to particles when the relative humidity is less than 70 percent. Measurement in accordance with ARB Method V.			-	-	

The concentration of pollutants within the SEDAB is measured at 16 monitoring stations maintained by the California Air Resources Board (CARB) and by the South Coast Air Quality Management District (SCAQMD). The monitoring station nearest to the project site is located at Lancaster, approximately 10 miles to the north. Table 4 shows the readings taken at the Lancaster station for the period 1986-1990. In 1990, the area exceeded the state ozone standard during 52 days and the federal standard during 7 days; ~~and~~ the Lancaster monitoring station recorded a peak one-hour ozone concentration of 0.15 parts per million (ppm). The most severe ozone violations occur during moderate to high wind conditions, the same day or the day after high levels are observed throughout the Los Angeles area. The ten-micron particulate (PM-10) state standard was exceeded during 22 days in 1990, and there were 2 recorded exceedances of the federal standard. The maximum 24-hour concentration of PM-10 measured in the Lancaster area was 342 micrograms per cubic meter.

Based on information from the regional air quality monitoring network (Table 5), the CARB has designated the SEDAB as a nonattainment area for ozone and 10-micron particulates regarding both the state and federal standards, and "unclassified" for the other criteria pollutants. That is, the state standard is not exceeded, but monitoring data is insufficient to determine whether or not the area is in attainment of the federal standard. In 1989, the SEDAB experienced a peak one-hour ozone concentration of 0.23 ppm, and the state and federal standards for ozone were exceeded during a total of 176 and 111 days, respectively. The basin exceeded state and federal PM-10 standards, respectively, for a total of 63 and 9 days. The maximum 24-hour concentration of PM-10 in the basin was 712 micrograms per cubic meter (State of California 1989a).

c. Regulatory Framework. The federal Clean Air Act of 1970, amended in 1977, was enacted for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In order to achieve this goal, the act called for the establishment of standards to identify and measure ambient air quality, the performance of new stationary sources, and the emissions of hazardous air pollutants. The NAAQS were promulgated by the Environmental Protection Agency (EPA) in 1971. Additionally, the EPA allowed the states the option to develop different (more strict) standards (see Table 3). In those instances where state and federal standards differ, both must be complied with; nevertheless, if stricter state standards are met, federal requirements will also be met. Several regions throughout the U.S., however, have repeatedly failed to maintain high air quality standards; recent (1990) congressional amendments to the act will require new and more stringent controls in order to ensure healthy living conditions for future generations.

1) AB 2595. Assembly Bill 2595 (the California Clean Air Act) became effective on January 1, 1989. The act requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. Transportation control measures are defined in the act as "any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions." Explicit authority for adoption and implementation of transportation controls has been given to the districts; they, however, may delegate this authority to local agencies.

**TABLE 4
SUMMARY OF AIR QUALITY DATA
FROM THE LANCASTER MONITORING STATION**

Pollutant	Number of Days Over Standard					Number of Days Over Standard				
	1986	1987	State 1988	1989	1990	1986	1987	Federal 1988	1989	1990
Oxidant (ozone)	108	105	105	95	52	47	32	44	27	7
Carbon monoxide	0	0	0	0	0	-	-	-	-	0
Sulfur dioxide	-	-	-	-	-	-	-	-	-	-
Nitrogen dioxide	0	0	0	0	0	-	-	-	-	-
Particulates (PM-10)	-	-	-	25	37.9	-	-	-	0	3.4

SOURCE: California Air Resources Board 1986, 1987, 1988, 1989
South Coast Air Quality Management District Air Quality Data, 1990

- means information was not available (no recordings at this monitoring station)

**TABLE 5
SUMMARY OF AIR QUALITY DATA
FOR THE SOUTHEAST DESERT AIR BASIN**

Pollutant	Number of Days Over Standard									
	State					Federal				
	1985	1986	1987	1988	1989	1985	1986	1987	1988	1989
Oxidant (ozone)	159	161	166	188	176	111	115	101	124	111
Carbon monoxide	0	0	0	0	0	-	-	-	-	-
Sulfur dioxide	0	0	0	0	0	-	-	-	-	-
Nitrogen dioxide	0	0	0	0	0	-	-	-	-	-
Particulates (PM10)	57	54	56	56	63	6	2	3	2	9

SOURCE: California Air Resources Board 1985, 1986, 1987, 1988, 1989.

- means information was not available (no recordings).

For the purposes of the California Clean Air Act, the CARB has designated nonattainment areas as "moderate," "serious," or "severe." Areas or districts which can meet air quality standards by 1994 will be classified as "moderate," whereas they will be classified as "serious" if standards cannot be met until 1997. If the standards cannot be met until after 1997, the areas in question will be classified as "severe." Given the SEDAB's status regarding the ozone and PM-10 standards, and the fact that the 1989 South Coast AQMP does not provide for attainment prior to 1997, the area has been classified as "severe" (Scheibel, CARB, 11/02/90).

All nonattainment districts or areas are required to prepare, by July 1991, local air plans designed to demonstrate attainment of the state standards as soon as possible and to achieve, beginning on January 1, 1988, at least a five percent annual average reduction in district-wide emissions of nonattainment pollutants or its precursors from the actual emissions recorded in 1987. The SEDAB is a nonattainment area for ozone and PM-10, and this means that the basin would have to show reductions of not just those two pollutants, but of their precursors as well: oxides of nitrogen, reactive organic compounds, and oxides of sulfur. This emission reduction goal applies to all sources (State of California 1990a).

2) Section 15125 (b) of the CEQA Guidelines. Section 15125 (b) of the CEQA Guidelines contains specific reference to the need to evaluate any inconsistencies between the proposed project and the applicable general and regional plans (State of California 1990b). Implementation of the proposed project would be in accord with the Draft City of Palmdale General Plan existing and proposed land use designation of light industrial for the site. Construction of the proposed project would be accompanied by existing and new development in this part of the city of Palmdale. However, as this growth is planned, it is in accord with the existing and draft general plans and would not occur until the necessary infrastructure and supporting services are provided. Thus, since development in the area is consistent with land use assumptions and no significant growth-related impacts are associated with the proposed project (with the exception of impacts to utilities and emergency services), the project is consistent with the South Coast AQMP, the applicable air quality management plan for the region.

3) Air Quality Management Plan. The project site is located within the SEDAB portion of Los Angeles County. This portion of the basin is under the jurisdiction of the SCAQMD, the air quality regulatory agency for the entire South Coast Air Basin (SCAB). The SCAQMD was established pursuant to the adoption, in 1976, of the Lewis Air Quality Act by the California State legislature. The Lewis Act also required that a planning process be put into place, such program being aimed at producing an AQMP which would be reviewed every two years and modified, as appropriate, in order to achieve attainment of air quality standards established by both federal (NAAQS) and state (CAAQS) governments.

A more recent AQMP was prepared by the SCAQMD and the SCAB in 1988 and adopted on March 17, 1989. The plan, hereafter referred to as the "1989 AQMP" as per Resolution No. 89-13, thus became the governing document for air pollution regulation in the SCAB in terms of current regulatory strategies and standards. Its purpose is to set forth a comprehensive control plan or strategy to lead the SCAB into compliance with all federal and state ambient air

quality standards at the earliest possible date, but in any case, by no later than the end of the year 2007. It will accomplish this goal through a three-tiered approach calling for full implementation of known control and management practices (Tier I), significant advancements of current technology and vigorous regulatory intervention (Tier II), and the development of technological breakthroughs (Tier III) (SCAOMD/SCAG 1989).

A revised 1991 AOMP was adopted by the District in July of 1991. The 1991 AOMP addresses California Clean Air Act requirements and retains the basic structure of the 1989 Plan. Additionally, the new Plan reflects the work of several interagency working groups that were established upon adoption of the 1989 AOMP. Thus, the 91 Plan expands the emissions inventory (which now includes greenhouse gases and biogenic emissions, and adds emissions from the Coachella Valley to the data base) and enhances the modeling analyses to increase the certainty in predicting future air quality with and without controls. Mobile source strategies are greatly improved due to recently adopted statewide vehicle emission standards. The revised Plan also reflects the input of two task forces that considered socioeconomic, growth management, transportation, and public health issues (SCAOMD/SCAG 1991).

4) Regional Growth Management Plan. In February 1989, the South Coast Association of Governments (SCAG) adopted the Regional Growth Management Plan (RGMP). The basic strategy of the RGMP is the redirection of projected growth trends to increase both the housing available in job-rich areas and the future employment available in housing-rich areas. Under such conditions, with the right number (or balance) of housing and employment opportunities, most people living in a balanced area can work there instead of having to commute long distances. Transportation modeling shows that the "job/housing balance ratio" is the most influential determinant of improvements to the transportation network and reduction in vehicle miles traveled, commute time, traffic congestion, and air polluting emissions. The policies of the RGMP are thus consistent with those of the AQMP (SCAG 1989).

5) SCAOMD Rules and Regulations. The SCAQMD also operates under a set of Rules and Regulations applicable to all stationary (nonvehicular) sources of air pollution. Air pollution that is generated by cars and most other vehicles is the responsibility of the CARB, although the district regulates motor vehicle usage and encourages alternate modes of transportation through Regulation XV, Rule 1503 (amended May 17, 1990). Based on the type of land uses that may be allowed at the site of the proposed business park, the following rulings may apply to the discussion of the air quality issue associated with the proposed action:

a) Rule 402, Regulation IV ("Nuisance" rule). This is a general provision intended to prohibit emissions ". . . which may cause injury, detriment, nuisance, or annoyance to the public, . . . or which may cause injury or damage to business or property."

b) Rule 403, Regulation IV ("Fugitive Dust"). This rule restricts emissions of fugitive dust from transport, handling, construction, or storage activities. Dust emissions must be kept to a minimum during earth-moving activities, are not to be visible in the atmosphere beyond the property line, and every reasonable precaution must be taken to prevent the deposit of dust upon public roadways as a direct result of operations.

c) Rule 431.2, Regulation IV ("Sulfur Content of Liquid Fuels"). This rule limits the sulfur content of all diesel fuels burnt, purchased, sold, or offered for sale in the SCAQMD to not more than 0.05 percent by weight. Thus, emissions from all diesel-powered construction equipment will be regulated by the provisions of this rule.

d) Rules 461 and 463 (Regulation IV). Rule 461, applicable to gasoline/service stations, is intended to control gasoline vapor emissions from gasoline transfer and dispensing operations by equipping all gasoline pumps with vapor recovery systems. Rule 463 addresses the storage of all organic liquids, including crude oils, distillates, and fuels.

e) Rules 475 (Regulation IV) and 1135 (Regulation XI). These rules pertain to the emissions associated with supplying the energy needs of the facilities in the business park, since they control the emission of combustion contaminants from equipment used to generate electric power.

f) Rules 1102 and 1102.1 (Regulation XI). These two rules would apply to any dry cleaning operation or facility on-site. Rule 1102 applies to the operation of dry cleaning equipment which uses petroleum-based solvents. Rule 1102.1 applies to the operation of dry cleaning facilities engaged in the cleaning of fabrics or leather using one or more washes in perchloroethylene solvent, extracting excess solvent by spinning, and drying by tumbling in an airstream. Rules 442 and 463 would also be applicable.

g) Rules 1108, 1108.1, and 1120 (Regulation XI). These rules pertain to the application of asphalt for the paving of parking lots/internal streets within the business park. Rule 1108 ("Cutback Asphalt") prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume of organic compounds which evaporate at 260 degrees Celsius or lower, as determined by ASTM Method D402. Rule 1108.1 ("Emulsified Asphalt") prohibits the sale or use of any emulsified asphalt containing more than 3 percent of organic compounds which evaporate at 260 degrees Celsius or lower, as determined by ASTM Method D244. Rule 1120 ("Asphalt Pavement Heaters") prohibits the operation of asphalt pavement surface heaters or of asphalt heater-remixers unless certain conditions are met.

h) Rule 1113 (Regulation XI). This rule purports to control volatile organic compound (VOC) emissions from architectural coating operations which may take place during and after construction of the business park facilities. The equipment used would be controlled by the provisions of Regulation IX, Subpart SS "Standard of Performance for Industrial Surface Coating: Large Appliances."

i) Rules 1122 and 1151 (Regulation XI). Rule 1151 is applicable to coating operations of passenger cars, small- and medium-size trucks and vans, and motorcycles. Facilities with coating operations considered within the scope of this rule include autobody repair/paint shops and custom-made car fabrication facilities such as those listed under the designation "major automotive and light truck repair." Furthermore, activities at the major repair/paint shop would also be regulated by the provisions of Rule 1122 ("Solvent Cleaners [Degreasers]") and of Regulation IX, Subpart MM ("Standards

of Performance for Automobile and Light-Duty Truck Surface Coating Operations"). Rule 463, discussed above, could also apply.

j) Rule 1130 (Regulation XI) and Rule 442 (Regulation IV). Rule 1130 controls reactive organic gases emissions from the graphic art industry, which might be permitted on-site as a "business support activity" (multi-copying, printing, etc). The rule requires the use of a low-solvent technology or operation of highly efficient exhaust control systems in order to control reactive hydrocarbons from the exhausts. Rule 442 addresses the usage of solvents and the discharge into the atmosphere of vapors generated by the use of such solvents. Lastly, the provisions of Rule 463 ("Storage of Organic Liquids") and of Regulation IX, Subpart QQ ("Standards of Performance for the Graphic Arts Industry: Publication Rotogravure Printing") would also apply.

k) Rules 1136 and 1145 (Regulation XI). These rules control VOC emissions from wood, plastic, rubber, and glass coatings and would be applicable to any furniture and/or art objects manufacturing facility within the business park.

l) Rules 1501 through 1504 (Regulation XV). These rules describe the actions employers of 100 or more individuals at any work site must take to reduce solo driving while increasing average vehicle ridership (AVR) between 6 a.m. and 10 a.m., Monday through Friday. The AVR target for the Lancaster-Palmdale area is 1.3 employees per vehicle driven to the work site.

2. Impacts

Using the SCAQMD suggested threshold criteria to decide whether or not to analyze and mitigate a project's air quality impacts given in the Air Quality Handbook for Preparing Environmental Impact Reports (SCAQMD, April 1987), the project, as proposed, exceeds the threshold levels in at least two categories: land use and trip generation. Thus, implementation of the proposed project could result in significant impacts to ambient air quality.

Short-term emissions would be associated with on-site construction activities. Long-term impacts would result from emissions from the vehicular traffic generated by the project, from "point source" tenant activities, and from the generation of the electricity required to supply the energy needs of the business park. The long-term impacts could have a cumulative effect on the region's air quality, because of the basin's nonattainment status for ozone and PM-10.

Significance of impacts will be determined based on daily emission thresholds set by the SCAQMD. The District's daily thresholds of significance are 550 pounds for CO, 150 pounds for particulates, 100 pounds for NOx, and 75 pounds for hydrocarbons. Emissions will only be considered "significant" if those levels are exceeded.

a. Short-Term, Construction-Related Emissions. Short-term, construction-related air quality impacts would result in emissions of carbon monoxide (CO), sulfur oxides (SOx), nitrogen oxides (NOx), hydrocarbons (or reactive organic gases), and particulate matter. Emissions of the above

pollutants would be generated by three sources: (a) exhaust from heavy-duty/earth-moving equipment used for site preparation and major hauling operations to remove excavated material or to bring in supplies, (b) earth-moving activities which create so-called fugitive dust, and (c) construction workers' commuting trips to and from the sites.

1) Emissions from Heavy-Duty/Earth-Moving Equipment and Major Haul Operations. The type of construction equipment required for open trenching and building construction may include dozers, rollers, backhoes, loaders, paving equipment, and miscellaneous cranes, gasoline- or diesel-powered delivery trucks, jacking equipment, welding machines, pile drivers, etc. Hauling operations during the construction period would involve the trucking in of supplies and the removal of construction debris. Trucking back and forth over the construction site to water the area for dust control may also be included in this category. Heavy-duty construction equipment is usually diesel-powered. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter (and less CO and volatile organic compounds) than emissions from gasoline-powered engines.

The grading plan for the project site has not been prepared yet, and the exact number and type of equipment that would be needed on-site during construction activities cannot be determined at this time. Furthermore, it is difficult to quantify emissions from construction activities, because the type of activity and the type of equipment used may differ from day to day. The items and the emissions listed in Table 6, however, are considered representative of the mix of equipment which may be reasonably found on a site during the peak construction period. Emissions of NO_x exceed the 100 pounds per day threshold, and must, therefore, be considered significant. Nevertheless,--Given the nonattainment status of the air basin, steps must be taken to minimize emissions of all pollutants that contribute to ozone formation. Applicable control measures are listed below, under Mitigation.

2) Emissions of Fugitive Dust. Actual construction of the facilities would involve soil disturbance (grading) and excavation for sewer and water pipelines (boring and trenching) and for building foundations. On-site movement of the heavy-duty construction equipment will also generate fugitive dust. Material spilled onto paved roads would be ground and suspended by traffic, and the surface of unpaved (haul) roads would be abraded and become airborne with the passage of vehicles.

Fugitive dust emissions may be calculated using a basic emission factor of 1.2 tons per acre-month of grading activity (or 110 pounds per acre-day). Approximately 120 acres would be disturbed during site development; grading will occur in two phases over a four-month period (120 days). Thus, there is a potential for generating a total of 4.8 tons of fugitive dust from ~~be--generated--by~~ grading activities. It should be noted, however, that the actual emissions will not be averaged out over the four-month time period. Typically, there will be a time of intense grading, followed by a period of relative inactivity which would last until work is initiated on the next development phase.

The average work month has 20 working days. Over a four-month period, grading could conceivably take place each and every working day, on all 80 days. However, a more reasonable assumption is that grading would

TABLE 6
TOTAL ESTIMATED EXHAUST EMISSIONS
FROM AVERAGE MIX OF ON-SITE HEAVY-DUTY EQUIPMENT
(in pounds per day)

Equipment	Number	Average Hours/Day of Operation	NO _x	CO	Emissions PM ₁₀	VOC	SO ₂
Front-end loader	2	8	26.02	6.48	2.54	1.88	2.68
Crawler tractor	4	4	57.84	14.46	6.04	3.24	7.46
Roller	1	8	22.24	10.01	1.47	1.65	1.88
Backhoe	2	4	11.20	6.88	1.20	1.64	0.80
Utility truck	2	8	22.32	4.80	2.00	1.12	2.72
12,000-gal. tanker	2	4	51.02	14.27	3.13	2.32	5.57
Dump truck	4	4	30.62	8.56	1.88	1.38	3.34
Forklift	1	3	5.07	2.02	0.42	0.09	0.43
Diesel generator	1	8	13.52	5.40	1.11	0.25	1.14
TOTAL			239.85	72.88	19.79	13.57	26.02

SOURCES: Radian Corporation 1988 and EPA AP-42 1985.

occur only during a fraction of the time scheduled for the development of the project site, say 25 percent. That would result in fewer days of actual grading, with acute particulate emissions being generated only at that time. Therefore, assuming that grading occurs during only 25 percent of the working time (1 day in 4), the crew must grade an average of 6 acres per day in order to complete the grading of all 120 acres within the allotted time period. And, if the average dust emission factor for this project is based on 6 acres per day, then it is reasonable to state that grading activities would generate approximately 660 pounds of fugitive dust per day.

An effective dust suppression (watering) program would reduce dust emissions by 50 percent (EPA:Sec.11.2.4-1 1985). Nevertheless, particulate emissions would still exceed the significance threshold of 150 pounds per day, and must be deemed a significant impact. ively--short--time. Nevertheless, Given the nonattainment status of the air basin, steps must be taken to minimize particulate emissions. The project will be required to comply with dust control measures as stipulated by District's Rules 402 and 403. Other applicable controls are listed below, under Mitigation.

3) Construction Workers' Commuting Trips. The emissions from construction workers' vehicles may be calculated by applying EMFAC7PC emission factors shown in Table 7 to estimated vehicle miles of travel (VMT) over the course of the construction period. The emission factors are based on a 50/50 percent distribution of hot and cold starts, with speeds ranging from 35 to 50 mph, and a temperature of 50 degrees Fahrenheit (mean minimum January temperature for the Antelope Valley area, which would represent a worst-case scenario because the lower the ambient temperature the greater the amount of pollutants emitted during the "cold start"). The vehicle mix was assumed to be 82.8 percent autos, 16.3 percent light trucks, and 0.9 percent motorcycles.

It is estimated that a crew of approximately 75 persons would be needed for the construction of the proposed business park, which is scheduled to begin in early 1992. An auto occupancy of 1.0 may be assumed (a worst-case scenario) for an average round-trip travel distance of 20 miles per day. This assumption on the round-trip distance is based on information contained in Appendix D (Air Quality Analysis) of the Antelope Valley Specific Plan, which uses an estimated trip distance of 10 miles one-way for local travel (Planning Network 1990).

The emissions resulting from these commuting trips are shown in Table 8. Since the thresholds of significance are not exceeded, and since the orary--nature--of--the--construction--activities--and--the--fact--that--the vehicles are subject to exhaust controls required by both the EPA and the CARB (which would limit any emissions to relatively small volumes), the emissions associated with workers' commute per se are not considered significant.

A summary of all construction-related emissions is presented in Table 9. Even though the emissions associated with workers' commute do not exceed any of the significant thresholds, said emissions are an integral part of the construction activities. As shown in Table 9, NOx and particulate (fugitive dust) emissions exceed significant levels. Thus, construction activities represent a significant, albeit short-term, impact. Specific mitigation measures are listed below, under Mitigation.

**TABLE 7
EMFAC 7PC EMISSION FACTORS
FOR CONSTRUCTION WORKERS' COMMUTE
(YEAR 1992)**

Speed	Grams per Mile		
	TOG	CO	NO _x
35 mph	2.02	23.60	1.34
40 mph	1.73	18.94	1.35
45 mph	1.50	15.24	1.38
50 mph	1.35	12.30	1.44

Idle Emission Factors:

Total Organic Gases = 0.13 gram/minute

Carbon Monoxide = 1.37 grams/minute

Nitrogen Oxides = 0.08 gram/minute

Vehicle Mix: 82.8% autos, 16.3% light trucks,
and 0.9% motorcycles

Percent VMT Hot/Cold = 50/50. Temp: 50° F.

**TABLE 8
TOTAL ESTIMATED EMISSIONS
FROM CONSTRUCTION WORKERS' COMMUTE
(YEAR 1992)**

Speed	Pounds per Day		
	TOG	CO	NOx
35 mph	6.66	77.88	4.42
40 mph	5.71	62.50	4.45
45 mph	4.95	50.29	4.55
50 mph	4.45	40.59	4.75

Number of vehicles: 75
Round-trip distance: 20 miles

TABLE 9
SUMMARY OF CONSTRUCTION-RELATED EMISSIONS
FROM THE PROPOSED PROJECT
(pounds per day)

Emission Source	Reactive Organic Gases	Carbon Monoxide	Nitrogen Oxides	Sulfur Oxides	Particulates
Motor vehicles*	6.66	77.88	4.42	-	6.19
Const. Equipment	13.57	72.88	239.85	26.02	19.79
Fugitive Dust	-	-	-	-	660.0
TOTAL	20.23	150.76	244.27	26.02	685.98

- * Workers' commuting vehicles based on a minimum average speed of 35 mph
- Negligible emissions

b. Long-Term, Operations-related Emissions. The proposed project involves the development of approximately 120 acres for commercial, industrial, and business park activities with emphasis on manufacturing, research and development, and office-based uses with supporting commercial uses. Permitted land uses on-site could include administrative and professional offices; business support and repair services (car rental agencies, automotive and light truck repair shops, a gas station, maintenance and custodial services, etc.); convenience stores (food mini-markets, laundromats, beauty/barber shops, and other personal services); fast-food establishments; and manufacturing, assembly, storage/warehousing, and retail/wholesaling facilities. Some of these land uses could qualify as "point sources" (that is, non-vehicular sources of air pollutants) as discussed below. Additionally, once operational in the year 1996, the on-site land uses could generate a total of 24,408 vehicular trip ends per day, or 12,204 daily round trips (Crenshaw Traffic Engineering 1991).

1) Emissions from Vehicular Travel. The vehicular travel associated with the employees' commuting trips and with the customers' visits to the facilities on-site would generate reactive organic gases, carbon monoxide, nitrogen oxides, and particulate matter. Exhaust emissions associated with such trips may be calculated with the EMFAC7PC emission factors for the year 1996 shown in Table 10. The emission factors are again based on a 50/50 percent distribution of hot and cold starts, with speeds ranging from 35 to 50 mph, and a temperature of 50 degrees Fahrenheit. The vehicle mix was again assumed to be 82.8 percent autos, 16.3 percent light trucks, and 0.9 percent motorcycles.

The estimated emissions from the vehicular travel are shown in Table 11. Assuming a round-trip commuting distance of 20 miles and an auto occupancy of 1.0 (a worst-case scenario), the calculated emissions are very high. They would represent a potentially significant impact given the nonattainment status of the SEDAB and of the Palmdale area in particular.

2) Emissions from Tenant Activities. The proposed project is still in the Specific Plan stage, and it is not known at this time exactly what type of land uses would be on-site. Based on the planned land uses listed in the Specific Plan, however, potential permitted "point sources" on-site could include an automotive paint shop, a gas station, and dry cleaning, eating, and printing establishments. Those point sources would be the source of reactive organic gases and of particulates, but it is anticipated that, as stated in SCAQMD Rule 212, the design or controls required prior to the issuance of permits to construct and to operate would reduce the emissions, and their impacts, to levels below significance. Rule 212 states that "the Executive Officer shall deny a permit to construct or a permit to operate . . . unless the applicant shows that the equipment . . . may be expected to operate without emitting air contaminants in violation of Sections 41700, 41701, or 44300 (et seq.) of the State Health and Safety Code or of [District] rules." Furthermore to ensure that the Antelope Valley Business Park maintains high air quality standards, all applicable reasonably appropriate, and feasible mitigation and control measures should be included in the development regulation section of the Specific Plan.

3) Emissions Associated with the Generation of Electrical Energy. Using information contained in the Draft EIR prepared for Phase III of the Lancaster Business Park (SCH No. 89010281), a facility similar to the proposed Antelope Valley Business Park, the energy requirements of the proposed

**TABLE 10
EMFAC 7PC EMISSION FACTORS
FOR VEHICULAR TRAVEL
(YEAR 1996)**

Speed	Grams per Mile		
	TOG	CO	NOx
35 mph	1.74	21.71	1.19
40 mph	1.50	17.45	1.19
45 mph	1.30	14.07	1.21
50 mph	1.16	11.38	1.25

Idle Emission Factors:

Total Organic Gases = 0.10 gram/minute

Carbon Monoxide = 1.24 grams/minute

Nitrogen Oxides = 0.07 gram/minute

Vehicle Mix: 82.8% autos, 16.3% light trucks,
and 0.9% motorcycles

Percent VMT Hot/Cold = 50/50. Temp: 50° F

**TABLE 11
TOTAL ESTIMATED EMISSIONS
FROM VEHICULAR TRAVEL
(YEAR 1996)**

Speed	Pounds per Day		
	TOG	CO	NOx
35 mph	934.3	11,658	639.0
40 mph	805.5	9,370	639.0
45 mph	698.1	7,555	649.7
50 mph	622.9	6,111	671.2

Round trips per day: 12,204

Round-trip distance: 20 miles

project may be calculated. It is estimated that the net electrical energy required to operate the business park would be 10.66 million kilowatt-hours (KWH) per year. Applying SCAQMD emission factors for power generation given in the Air Quality Handbook (SCAQMD 1987), it is estimated that emissions produced in the SEDAB by the generation of electricity to supply the power needs of the proposed project would be approximately:

5.84 pounds per day of CO
33.59 pounds per day of NOx
3.51 pounds per day of SOx
1.18 pounds per day of particulates
0.30 pounds per day of reactive organic gases

These emissions associated with supplying electricity to the business park would contribute to the total regional pollution burden. However, the provisions of Rules 475 and 1135 would help mitigate the magnitude of this impact.

4) Emissions Associated with Natural Gas Consumption. Information contained in the DEIR for the Lancaster Business Park (City of Lancaster 1990:6-105) may also be utilized to calculate the natural gas requirements of the proposed project. It is estimated that the business park would consume approximately 19.66 million cubic feet of gas per year. Even though natural gas is considered to be a relatively "clean" fuel, some emissions can occur from the combustion reaction. Applying the EPA emission factors for commercial and home heating (EPA:Sec.1.4 1985), it is estimated that the business park would generate approximately:

1.08 pounds per day of CO
6.46 pounds per day of NOx
0.03 pounds per day of SOx
0.01 pounds per day of particulates
0.28 pounds per day of reactive organic gases

These emissions would also contribute to the total regional pollution burden. A summary of long-term emissions is given in Table 12. It must be realized that these are estimates only, and that they should not be considered as absolute predictions for future emissions.

c. Regional Growth. One of the most difficult aspects of life in southern California is being able to drive on roads and freeways within a reasonable amount of time and with a minimum of stress and frustration. Analysis of mobility patterns indicate that the existing congestion of the freeways and arterial networks in southern California is not only a function of increases in population and employment, it is also related to the unbalanced distribution of jobs and housing within the region.

d. Cumulative Impacts. The SEDAB is currently a nonattainment area for ozone and PM-10. Furthermore, since it is not anticipated that attainment status would be achieved before 1997, the area has been classified as "severe" by CARB. Existing land uses within the immediate vicinity of the proposed project include scattered industrial and commercial facilities (light industrial, offices/warehouses, and a mini-mart) to the west and to the north. Air Force Plant 42 is located approximately 1.25 miles east-southeast of the site.

**TABLE 12
SUMMARY OF LONG-TERM
EMISSIONS FROM THE PROPOSED PROJECT
(pounds per day)**

Emission Source	Reactive Organic Gases	Carbon Monoxide	Nitrogen Oxides	Sulfur Oxides	Particulates
Motor vehicles*	934.3	11,658	639.0	-	1.13**
Gas consumption	0.28	1.08	6.46	0.03	0.01
Power generation	0.30	5.83	33.59	3.51	1.18
TOTAL	934.88	11,664.91	679.05	3.54	2.32

* Based on a minimum average speed of 35 mph (includes employees and visitor trips)

** From tire wear only

- Negligible emissions

The properties to the east and south are vacant, but an 80-acre area to the south has been proposed for the site of a future industrial center.

Table 16 in this EIR lists nine projects within a one-mile radius of the proposed Antelope Valley Business Park. They all represent industrial, commercial, office, and storage (warehouse) uses, or combinations thereof. As shown in Table 16, these land uses combined, spread over a total of 657,362 square feet (15.09 acres), would generate approximately 4,055 ADT (2,028 round trips). It is reasonable to assume that vehicular traffic from and to the sites would be the main source of air pollution associated with these nine projects.

Based on the same EMFAC 7PC emission factors shown in Table 10, it is estimated that, at average speeds of 35 mph and a round trip distance of 20 miles, motor vehicles associated with the nine projects would generate 155.26 pounds of organic gases, 1,889.04 pounds of CO, and 106.19 pounds of NOx on a daily basis.

Furthermore, assuming a land use scenario similar to that of the proposed Antelope Valley Business Park, it then follows that the energy requirements of these nine projects would also be similar. If the nine projects were to be seen as one large entity covering 15.09 acres, then, based on data from the proposed project, it may be assumed that that the net electrical requirement needed to operate the 15-acre business park would be approximately 1.27 million KWH per year. The natural gas consumption rate would be approximately 2.47 million cubic feet per year. Applying SCAQMD emission factors for power generation given in the Air Quality Handbook (SCAQMD 1987), and the EPA emission factors for commercial and home heating (EPA:Sec.1.4 1985), the emissions associated with the generation of electrical energy and with the consumption of natural gas may be estimated. As explained in detail in Appendix B, it is estimated that, all together, the nine projects would generate approximately 1,889.8 pounds of CO, 111 pounds of NOx, 0.414 pounds of SOx, 0.140 pounds of particulates, and 155.33 pounds of reactive organic gases on a daily basis.

In spite of the absence of large industrial complexes, the emissions from the proposed Antelope Valley Business Park, when added to the emissions from the other land uses in the area, would have a significant and adverse impact on the region's air quality. That is because, given the nonattainment status of the air basin, any amount of particulates, reactive hydrocarbons, or nitrogen oxides emitted in the SEDAB would affect the region's ability to meet federal and state standards for ozone and for PM-10. The project's contribution to improve the jobs/housing balance in the region, however, may be considered an overriding benefit of the project should the City wish to adopt such a position with regard to commercial development in the region.

3. Mitigation Measures

To ensure that each future project in the Antelope Valley Business Park mitigates air quality impacts, every relevant, applicable, reasonably available, and feasible measure from the following documents shall be complied with: (1) the 1989 and 1991 AOC's Tier I control measures; (2) district rules

and regulations; and (3) the mitigation measures contained in Attachment 2 to the AQMD's comment letter on the Draft EIR dated December 19, 1991.

a. For Short-Term, Construction-Related Emissions

1) As stipulated by SCAQMD Rule 431.2, all heavy-duty construction equipment shall be fueled with low-sulfur fuel. Equipment shall be operated according to the manufacturers' instructions (with the fuel injection timing retarded to the recommended level for reduced NOx emissions, but which will not result in excessive visible smoke emissions), be subject to periodic maintenance/ tune-ups, and be turned off when not in use in order to avoid idle emissions.

2) As stipulated by AQMP Measure No. A-F-2 and by Rules 402 ("Nuisance") and 403 ("Fugitive Dust"), emissions of dust and particulates shall be minimized to avoid a public nuisance. Actions which may be implemented by the developer or contractor on-site include:

a) Non-removal of the on-site vegetative cover until it is required for construction activities, and the revegetation or paving of any unpaved areas as soon as possible after completion of construction.

b) Minimization of dust emissions by the application of water or other dust suppression techniques (chemical bonding, biodegradable oils, etc.) to working surfaces during dry weather conditions. An effective watering program (that is, at least twice a day with complete coverage of the working area) is estimated to reduce dust emissions by up to 50 percent. Chemical stabilizers are most useful when applied to completed cuts and fills.

c) Further reduction of dust emissions further----by restricting heavy-duty equipment to dust-controlled routes and limiting the speed of on-site vehicles. A speed limit of 10 miles per hour is recommended.

d) Cessation of construction activities during smog alerts (inversion episodes), and of all grading activities during periods of high wind (e.g., greater than 30 mph).

3) As stipulated by District Rule 1113, only architectural coatings with low VOC-content shall be used.

4) The stipulations of Rules 1108, 1108.1, and 1120, pertaining to the application of paving asphalts shall be complied with.

5) To--Reduce emissions from construction workers' commute trips by promoting carpooling should--be--promoted--through coordination with Commuter Transportation Services, Inc., or any other carpool-matching service.

b. For Long-Term, Operation-Related Emissions. Measures to reduce the long-term air quality impacts identified above are implicit in the provisions of the 1989 and 1991 South Coast AQMPs. South Coast AQMP. The City of Palmdale is committed to implementing emission controls and regional mobility/land use policies designed to reduce emissions from stationary and transportation sources, to achieve attainment status within the district. The proposed project is consistent with all regional plans; thus, in addition to

being subject to all of the district's applicable Rules and Regulations discussed in Section 1.c.5 above, the Antelope Valley Business Park would have to include in its design plan all the applicable, reasonable available, and feasible air quality control measures contained in the 1989 AQMPs.

The ~~AQMP's--Tier-One~~ I control measures listed in the 1989 and 1991 AQMPs which are applicable throughout the lifetime of the proposed project, ~~which can be implemented in the next five years through the proposed development plans,~~ and which would lead to the reduction of long-term emissions from mobile sources in general, or from the permitted sources on-site to levels below significance ~~long-term emissions from mobile sources in general or from the permitted sources on-site~~ include the following:

- 1) 1989 AQMP Measures No. 1.a and 1.b: "Alternative Work Weeks and "Flexitime/Establishment of Telecommunication Programs" to reduce roadway congestion and emissions of reactive organic gases (ROG), NO_x, and CO.
- 2) 1989 AQMP Measures No. 2.a through 2.d: Establishment of "Mode Shift Strategies" (Employer Rideshare and Transit Incentives, Parking Management Programs, Vanpool Purchase Incentives, and Merchant Transportation Incentives) to encourage the use of alternative transportation modes and reduce emissions of ROG, NO_x, and CO.
- 3) 1989 AQMP Measure No. 3.a: "Truck Dispatching, Rescheduling, and Rerouting" to reduce truck-related emissions (ROG, NO_x, and CO) and traffic congestion caused by the presence of heavy-duty, slow-moving delivery trucks in the traffic stream.
- 4) 1989 AQMP Measure No. A-10: "Further ROG Emission Reductions from Graphic Art Operations," applicable if graphic arts are included in the "business support facilities" on-site. This measure would not result in direct emission reductions, but should improve enforcement of and compliance with Rule 1130.
- 5) 1991 AQMP Measure A-A-2: "Substitute Solvents Used for Clean-Up of Surface Coating" purports to control ROG emissions from solvents used to clean and maintain application equipment, spray booths, and other materials used in the coating process. It would apply to any automotive and light truck repair on site which may house an automotive paint shop using a "spray booth".
- 6) 1991 AQMP Measures No. A-B-1, A-B-2, and A-B-5: "Control of ROG Emissions from Gasoline Transfer: Fail-Safe Phase-I Vapor Recovery Systems; Improved Installation and Repair of Phase-II Vapor Recovery Systems; and Further Control of Emissions From Gasoline Dispensing Facilities" are all applicable to any on-site gas/service station. As per Measure A-B-1, gasoline dispensing facilities in the SCAB are required to be equipped with the Phase-I Vapor Recovery

Systems in order to reduce gasoline vapors losses generated during bulk gasoline delivery. Through the use of the Phase-II Vapor Recovery System on the nozzle, Measure A-B-2 seeks to control the emission of gasoline vapors which are displaced from the vehicle fuel tank upon refueling. Measure A-B-5 intends to further reduce ROG emissions by requiring that all service station vent pipes (Balance systems) be equipped with pressure relief valves to prevent excessive release of vapors. Additionally, in 1993, the District is planning the adoption of Measure No. A-B-7 (for implementation in 1996), which would require the installation of devices to prevent overfilling of vehicle fuel tanks.

- 7) 1991 AQMP Measure No. A-C-2: "Control of ROG and Particulate Emissions from Commercial Charbroiling" applicable to eating establishments. This measure proposes the use of exhaust control technologies and changes in grill design, which may reduce emission of pollutants and also reduce fire hazards while saving energy. In 1993, the District will adopt Measure A-C-4 (for implementation in 1997). Measure A-C-4 will control emissions from deep-fat fryers through the application of add-on exhaust control technologies.
- 8) 1991 AQMP Measure No. P-A-4: "Further Emission Reductions of ROG From Metal Cleaning and Degreasing" would be applicable to any automotive repair/paint shop on site. The measure would eliminate certain exemptions to Rule 1122, expand the Rule's scope to include smaller cold degreasers, and further restrict the solvent content in waste materials.
- 9) 1991 AQMP Measure No. P-A-5: "Further ROG Emission Reductions from Perchloroethylene Dry Cleaning Operations" applicable to any dry cleaning facility located on-site. This measure would require replacement of transfer systems with "closed/ ventless" dry-to-dry equipment, proper operation of carbon adsorber units by completing the desorption cycle, special handling of garments not yet dry, and eliminate the exemption which allows facilities which use less than 320 gallons per year of solvent to operate without control equipment.

Other applicable mitigation measures include:

- 1) Adherence to Transportation Management Plans as dictated by SCAQMD Regulation XV (Rule 1503) and to any mitigation measures proposed in the traffic study to reduce congestion.
- 2) Inclusion in the project design of plans for ~~include~~ mass transit accommodations such as bus turn-out lanes, and bus shelters/benches.

- 3) Distribution by tenant activities of ~~id~~ ~~-----distribute~~ promotional/educational material (obtained from the City) describing ways to reduce energy consumption, and also advertising the availability of public transit, bicycle routes, and so on to encourage the use of mass transit in the area.

~~-----4) Contribution by the project shall contribute to the Commuter Transportation Services, Inc., the City's Air Quality Impact Mitigation Program, and Park N Ride monetary fund.~~

54. Incorporation by the building plans of such features as energy efficient lighting for internal streets, and design elements that reduce the demand for gas and electricity, in order to comply with the provisions of the SCAQMD energy conservation programs. ~~the building plans could incorporate such features as energy efficient lighting for internal streets, and design elements that reduce the demand for gas and electricity.~~

At this time, the CARB has classified the SEDAB as a "severe" nonattainment area, given the basin's status regarding the ozone and PM-10 standards and the fact that the 1989 AQMP does not provide for attainment prior to 1997. Even though the 1990 federal Clean Air Act has altered attainment deadlines and varied the deadlines for different pollutants, it is unlikely that the classification of the SCAQMD will be improved.

The California Clean Air Act requirements for "severe" areas are listed in Section 40918 (a)(3) of the Health and Safety Code and are discussed in Section D.2.a. of that report. Those requirements may be complied with through the implementation of the mitigation measures listed above, which include reasonably available transportation control measures and a public education campaign. Additionally, Rule 1503 (Regulation XV) includes plans for the control of mobile sources, implementation schedules, monitoring and compliance procedures, and a means of reducing single-occupancy in commuter vehicles. ~~A list of potential mitigation measures for this project, submitted by the SCAQMD, is included with Appendix B as Attachment 1. Given the degree of uncertainty inherent in a Specific Plan, the District recommends that these mitigation measures be incorporated into the Specific Plan as development regulations.~~

Implementation of the proposed action is anticipated to have a significant cumulative impact upon local and regional air quality. This impact, which will not be reduced to levels below significance by the mitigation measures listed above, will be primarily due to increased emissions from mobile sources. Nevertheless, it must be noted that, by providing employment in the community, the project will reduce the need for longer commutes. Overall, this reduction in the number of miles travelled would be a contribution to the SCAQMD's plans for attainment of ambient air quality standards in the region.

4. Mitigation Monitoring

To mitigate dust generation during construction activities, the proposed project will comply with all the provisions of Rules 402 and 403.

Other air pollution control practices to be observed during the construction phase include periodic maintenance/tune-ups of the heavy equipment, turning off all machines not in use in order to avoid idle emissions, cessation of activities during smog alerts, etc. Site inspections during the construction period by ~~the~~ City Building Department and Air Quality Management District officials, and by the construction manager will ensure implementation of the recommended mitigation measures. Review of the Site Plan by the Director of City Planning shall ensure incorporation of energy conservation features into the project design plans.

Once the project becomes operational, on-site facilities shall be required to implement all the applicable, reasonably available, and feasible Tier I ~~One~~ air quality control measures contained in the SCAQMD 1991 AQMP. The SCAQMD and local governments (the City of Palmdale) are the agencies responsible for ensuring that the measures in question are implemented. The applicant and on-site activities shall also comply with all applicable SCAQMD Rules and Regulations, and with ~~the City's Air Quality Impact Mitigation Program prior to applicable development approvals~~ Attachment 2 to the South Coast Air Quality Management District response letter to the Draft EIR dated December 19, 1991. This attachment lists additional mitigation to be applied to future development within the Antelope Valley Business Park and provides measures which can aid in minimizing construction activity emissions, reduce construction-related traffic congestion, limit emissions from vehicle trips and minimize indirect-source emissions, building energy requirements and public exposure to toxic air emissions.

~~The City's Air Quality Impact Mitigation Program has a system that applies a value to the emissions of a project that exceeds AQMP threshold criteria. As part of a serious attempt to reduce vehicle trips, as well as emissions within the air basin, the program includes but is not limited to the implementation of one or more of the following measures: a) contribution to City Park N Ride facilities; b) contributions to Commuter Transportation Services Inc., or other alternative transportation services; c) construction of bus turnouts and bus shelters; d) bicycle commuter facilities (these include showers, lockers, and bicycle lockers); e) a carpool coordinating system for the Specific Plan center; f) shuttle services and; g) rideshare rallies and other methods for trip reduction.~~ District and City Planning officials shall be responsible, during development applications review and prior to approving future development, for overseeing and ensuring the project's conformance with these stipulations.

B. HYDROLOGY/GEOLOGY

A preliminary geotechnical investigation was conducted by GeoSoils, Inc. for the project site on August 27, 1990. The investigation includes a description of the hydrological conditions present on the site and is included in this EIR as Appendix C. A Hydrology Report for Tract No. 44769, dated October 1990, also addresses on-site hydrology and is included in this report as Appendix D. The hydrology report identifies existing storm drain facilities for the study area and provides a discussion of potential impacts and mitigation measures relating to drainage and flood control of the project. The review and analysis is based on federal and state guidelines for flood protection levels. Data from these reports are included in this EIR and are summarized in the analysis below.

1. Environmental Setting

The project site is located within the City of Palmdale's jurisdictional boundaries, bordering the city of Lancaster to the north and incorporated areas of Palmdale in all other directions. The site is approximately 120 acres of open land with Avenue M on the north, 10th Street West on the west, open vacant land to the east and the existing Amargosa Creek on the east boundary, and vacant land to the south.

Precipitation in the area is relatively sparse and ranges from eight inches in Palmdale to over 19 inches in the mountains to the south. The direction of drainage for the project site is northerly and westerly. The eastern property line contains a major drainage course, Amargosa Creek, which originates from the San Gabriel Mountains and flows northerly. The remainder of the drainage for the site is in the form of sheet flow which runs in a northerly and northwesterly direction towards the Antelope Valley Freeway and continues off the site.

Both the City of Lancaster and the City of Palmdale maintain regional and local flood control facilities. The City of Lancaster and the City of Palmdale have cooperated in the construction of a box culvert bridge at Avenue M over the Amargosa Creek. The City of Lancaster has continued a trapezoidal channel north of Avenue M for approximately one-quarter mile. The City of Lancaster has surveyed and established an ultimate alignment to continue the channel northerly to the bridge at Avenue L and then northwesterly to 10th Street West at Avenue K-8, where construction of a bridge and a channel connection to the existing structures to the north has begun. A small box culvert also crosses Avenue M at 6th Street West to accept small flows at this low point. At the intersection of Avenue M and 10th Street West there are low flow box culverts on the east and west sides to pass drainage from the south to the north. From the Amargosa Bridge on Avenue M southerly, except for the transition structure and grading, there is only the natural wash cut in the native alluvial soils. The capacity of this natural channel is relatively small in comparison to the calculated flow rates. The downstream structures built by the City of Lancaster are designed for much less than the ultimate 100-year flood calculations. Upstream improvements will be necessary to protect this project and downstream areas.

The general terrain of the project site is classified as alluvial fan. Alluvial fans are now included in the National Flood Insurance Act of

1988. Due to the high velocity and unpredictable change in directions of flow, this inclusion is a key element in flood loss protection and to the enforcement of the necessary mitigation measures.

The site is underlain by deep Quaternary alluvial deposits with relatively minor amounts of fill associated with road grading adjacent to 10th Street and Avenue M. Bedrock was not encountered during the investigation by Geosoils, Inc. Alluvium on the site consists of fine to coarse silty sand. The sand is crudely stratified and poorly consolidated. Expansion index (swell) tests performed on representative samples indicate that near-surface soils have a very low expansion potential.

The upper several feet of alluvium on the site is loose, dry, and porous. This condition is typical of alluvial soils deposited in a semi-arid environment. The soils become firmer and less porous with depth.

The site, like all of southern California, is located within a seismically active region. Although there are no known active or potentially active faults on the site, there are faults in close enough proximity to cause moderate to intense ground shaking during the lifetime of the development. The site is located about five miles north of the Mojave segment of the San Andreas fault, capable of generating a maximum credible earthquake of 8.5 Richter Magnitude, or about X Mercalli Intensity on the subject site. The maximum probable repeatable high ground acceleration is about .383 g.

a. Groundwater. Groundwater was not encountered in any of the Geosoils, Inc., exploratory borings (maximum depth 55 feet). Regional groundwater data indicate that the groundwater table is over 240 feet below the site. The site is underlain by the Lancaster Subunit aquifer. It is possible that groundwater under the site is artesian, but of insufficient head to cause surface flow in wells. Experience has shown that areas underlain by artesian aquifers are the most likely areas to experience ground surface subsidence from overpumping.

b. Existing Flood Mapping. The existing flood hazard zones within the project site or its vicinity are established by the Federal Emergency Management Agency (FEMA) and adopted by Flood Data Systems, Inc. (Figure 5). The majority of the site falls within the shaded "Zone AO," which has been zoned as a flood hazard area. The second most predominant flood hazard area is designated by the unshaded "Zone X." The following is a description of the flood hazard zones and a summary of the regulations pertaining to development within their boundaries.

Zone X (unshaded) is defined as areas determined to be outside the 500-year floodplain. Zone X (unshaded) is used on new and revised maps in place of the previous Zone C. These unshaded areas have been identified in the community flood insurance studies as areas of moderate or minimal hazard from the principal source of flood in the area. Portions of the city which fall within this zone could be flooded due to the inadequate local stormwater drainage systems. Flood insurance is available, but is not required by regulation for this zone. In addition, there are no present regulations for development within an unshaded Zone X.

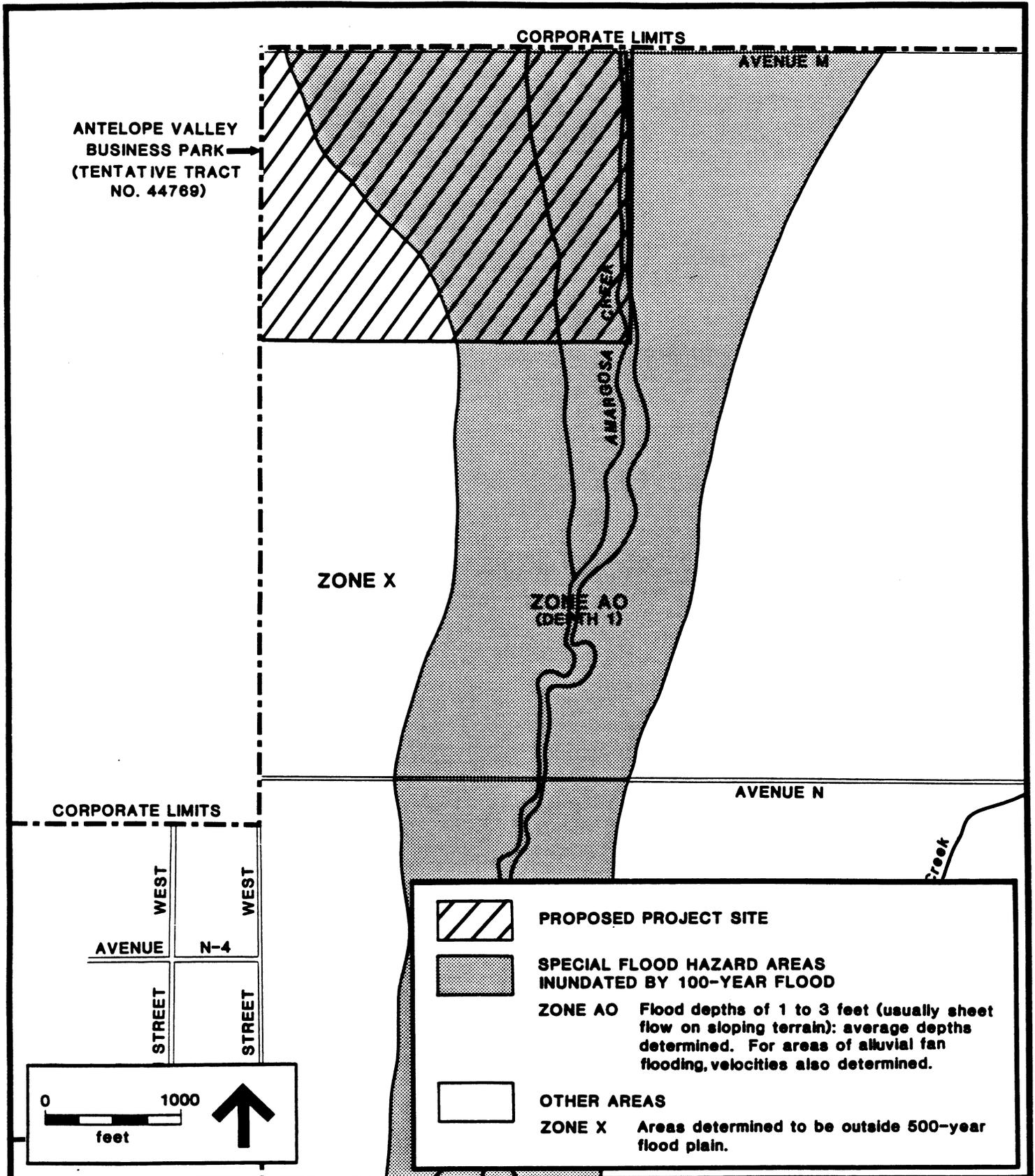


FIGURE 5. FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD HAZARD ZONES

Zone AO (depth 1) is the Flood Insurance Rate zone that corresponds to the areas of 100-year shallow flooding (average depth one foot), usually in the form of sheet flow on sloping terrain. Alluvial flooding areas within this zone are analyzed for velocities as well. This zone requires mandatory flood insurance purchase. In addition to the insurance, this zone required that all buildings raise their base pads by one foot above the base flood elevations.

c. Existing Flow Rates. The City of Palmdale and the County of Los Angeles have both had extensive hydrology studies done for the watershed areas of the Amargosa Creek. These studies have resulted in calculated 100-year storm flows of approximately 22,000 cubic feet per second (cfs). Since the flow would pass over an alluvial fan, there is no practical way to determine the extent of flooding and it has been generally accepted that unless this major flood hazard were controlled as proposed by the City of Palmdale Master Plan of Drainage, the major portion of the site would be considered undevelopable.

2. Impacts

a. Geotechnical. The most significant geotechnical constraint for site development is the presence of compressible alluvium subject to hydro-consolidation (i.e., compaction upon addition of water). It is recommended that this condition be minimized by densification of upper loose material by a combination of removal and mechanical compaction and saturation of the soils. This process should be performed in the upper eight feet (measured from existing grade), as determined by laboratory testing and engineering analysis.

Potential earthquake-related effects on the site, such as lurching, ground rupture, and liquefaction, are considered remote. Ground shaking should be no more severe than that of similar developed properties adjacent to the site. Estimated accelerations expected during the lifetime of the proposed development are relatively high; therefore, the Geosols report recommends seismically resistant structural design for the project.

There is no evidence that significant mass wasting processes affect the site, other than minor surficial gullying and erosion due to uncontrolled storm runoff. Surface water runoff will require control as part of site development.

b. Groundwater. Regional groundwater data indicate that the groundwater table below the site is over 240 feet deep. Significant subsidence of the area underlying the site due to groundwater withdrawal is unlikely because (a) the aquifer pressure is relatively low as evidenced by lack of flowing wells; (2) borings indicate that soils underlying the site are generally coarse; coarser sediments would be expected here as compared to the Edwards Air Force Base area because the subject site is closer to the sediment source area to the south; and (3) the aquifer underlying the site has apparently been in overdraft since the 1920s and there is no known record of groundwater-related subsidence and/or cracking in the Palmdale area. Therefore, Geosols, Inc. has concluded that future groundwater withdrawal-related subsidence underlying the subject site is unlikely and the risk to proposed development is very low.

c. Flood Control. Development of the Antelope Valley Business Park will include commercial, business park, and industrial uses. Project implementation will convert the area to impervious surfaces, with the exception of landscaped areas. The City of Palmdale Drainage Master Plan estimates the 10-year and 50-year flow rates for the project area (Figure 6). These flow rates have been generated for the local and regional facilities. The proposed regional facilities are similar to those identified in the Los Angeles County Comprehensive Flood Control Plan.

The hydrology report contains calculations for the on-site developed and undeveloped conditions. This was done in accordance with the City of Palmdale standards to determine the downstream impacts. Current City of Palmdale policy is to require on-site detention and/or retention basins for all projects to mitigate their developmental increase in storm runoff. This policy is to be in effect until master plan drainage facilities to take care of this additional runoff are constructed. The applicant for the subject property has agreed to participate in the construction of the proposed Amargosa Master Plan facilities including a major upstream detention basin and channel improvements from the basin to the city boundary of Avenue M. These improvements are currently being designed and an assessment district is being formed to fund the construction. Therefore, this project will be required to construct on-site basins to mitigate the development. There will be two local storm drain pipes within the development to direct storm runoff on the project into the Amargosa Creek channel (Figure 7). There is a net increase of storm runoff from the site. However, since the Amargosa Creek channel will be in place and upstream areas will be drained, to the extent possible, into this structure, the overall net effect is a reduction in downstream flows and an elimination of the current flood hazard.

d. Water Quality. Implementation of the proposed Specific Plan would result in an increase in the quantities of urban pollutants that enter the local drainage system. The automobile traffic associated with the proposed commercial office, light industrial, and retail land uses would produce pollutants such as hydrocarbon fuels, lubricants, and rubber. The proposed land uses will generate more traffic, and consequently result in more automobile-related pollutants than the current uses. Light industrial uses also would introduce the possibility of accidental contamination by industrial pollutants. Improper maintenance of landscaping may send fertilizers and pesticides into the drainage system. These impacts could be reduced through transportation management, proper safety design and regulation of light industry, and proper landscaping design and maintenance.

The potential for groundwater contamination as a result of project implementation would be reduced if runoff contamination is kept at acceptable levels, as defined by state and local agencies and regulations.

The construction phases of the various land uses within the Specific Plan could result in increased erosion, increased sediment load in runoff, and siltation downstream in Amargosa Creek. These impacts can be reduced to a level of insignificance with the implementation of proper mitigation measures listed below and implementation of the required Erosion Control Plan. The increase in impermeable surface areas on the project site following construction would result in greater runoff volumes than on the existing site. The increased volumes would result in higher flow velocities which are

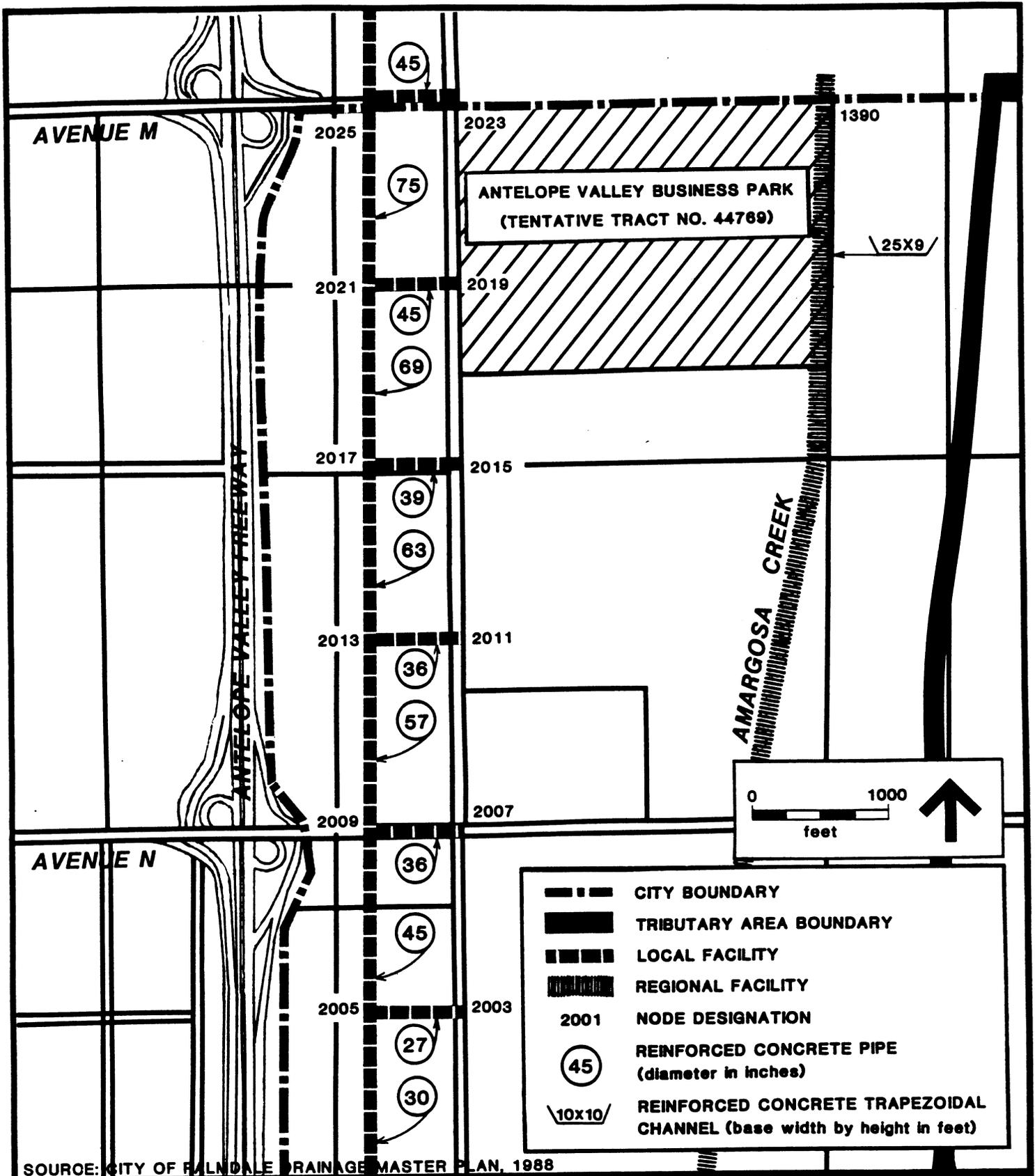


FIGURE 6. CITY OF PALMDALE DRAINAGE MASTER PLAN

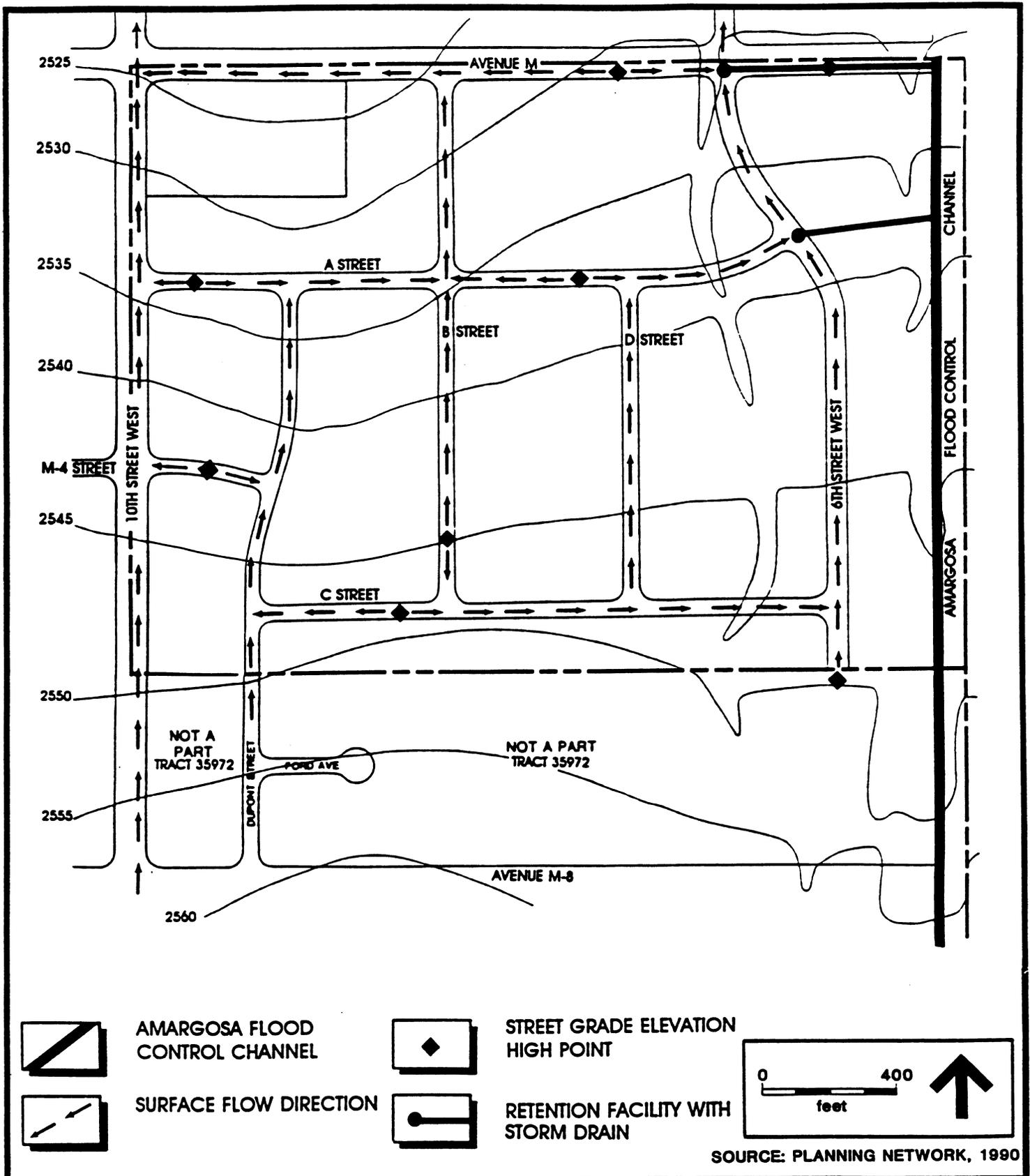


FIGURE 7. DRAINAGE PLAN

anticipated to increase erosion and siltation in the area surrounding the project site. Implementation of the Erosion Control Plan and construction of the detention ponds are anticipated to reduce project-related water quality impacts due to sedimentation to a level less than significant.

The proposed project would result in increased wastewater production. The use of proper transport, processing, and disposal of project-generated wastewater would result in no significant impacts upon local or regional water quality. Reclaimed wastewater is used in the Antelope Valley for irrigation and groundwater recharge. The California RWQCB is the agency responsible for issuing permits for discharging or reusing wastewater. The Antelope Valley wastewater treatment facility is required to comply with all state and federal safety regulations regarding the discharge of treated wastewater. Therefore, reclamation of project-generated wastewater would be environmentally sound.

3. Mitigation Measures

a. Stormwater Runoff

- 1) All facilities shall be designed and constructed in accordance with the City of Palmdale Drainage Master Plan and LACFCD Hydrology Manual to the satisfaction of the City Engineer. Local facilities will be installed by the developer of this project prior to issuing building permits. Regional facilities (Amargosa Creek improvements) shall be designed to handle flows from a 50-year capital storm and shall be constructed prior to or simultaneously with this project.
- 2) The construction of a concrete trapezoidal channel with a 25-foot base and 1.5:1 side slopes, or other design capable of handling flows from a 50-year capital storm to the satisfaction of the City Engineer, will be required for Amargosa Creek improvements. The channel will have culvert crossings for upstream and downstream transitions.
- 3) As part of the City of Palmdale's drainage plan, a storm drain shall be installed in 10th Street West to mitigate the storm flow on 10th Street West. Prior to the construction of the noted storm drain, a detention basin is required to mitigate on-site storm runoff from the westerly portion of the project site.

b. On-site Safety Provisions

- 1) The only drainage structures to be built as part of this project are standard catch basins and underground storm drain pipes which incorporate safety features to prevent anyone from being drawn into them.
- 2) The safety features to be incorporated in the Amargosa channel are to be addressed in documents for that project.

- c. Water Quality. The applicant shall submit a Water Quality/Erosion Control Plan for City reviews and approval prior to the issuance of building permits. The plan shall indicate specific means of reducing urban pollutants and sedimentation including but not limited to the following:
- 1) Surplus or waste material shall not be placed in drainage ways or within the 100-year floodplain of surface waters.
 - 2) All loose piles of soil, silt, clay, sand, debris or other earthen materials shall be protected in a reasonable manner to eliminate any discharge to Amargosa Creek.
 - 3) Dewatering shall be done in a manner so as to prevent the discharge of earthen material from the site.
 - 4) All disturbed areas shall be stabilized by appropriate soil stabilization measures by October 15 of each year.
 - 5) All work performed between October 15 and May 1 of each year shall be conducted in such a manner that the project can be winterized within 48 hours.
 - 6) All nonconstruction areas shall be protected by fencing or other means to prevent unnecessary disturbance.
 - 7) During construction, temporary gravel or sandbag dikes shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
 - 8) Stabilizing agents such as straw and wood chips shall be used during the interim period after grading in order to strengthen slopes while ground cover takes hold.
 - 9) Landscaped areas will be developed in such a way that overwatering and excessive irrigation runoff will not occur.
 - 10) Landscape irrigation systems will be designed to prevent overspray onto impervious areas and eliminate nuisance water runoff.
 - 11) Revegetated areas shall be continually maintained in order to assure adequate growth and root development.
 - 12) Physical erosion control facilities shall be placed on a routine maintenance and inspection program to provide continued erosion control integrity.
 - 13) Where construction activities involve the crossing and/or alteration of a stream channel, such activities shall be timed to occur during the period in which streamflow is expected to be lowest for the year.

- 14) Periodic cleaning of paved areas shall be performed to remove sediments and absorbed pollutants.
- 15) Routine cleaning of manholes and catch basins shall be performed to remove sediment and debris.
- 16) Surveys shall be conducted of all facilities involved in the storage or handling of hazardous or toxic chemicals which might contribute to stormwater pollution.
- 17) Control of washdown drainage from industrial facilities shall be enforced by the City.
- 18) Information regarding the disposal of waste oil/grease and pesticide containers shall be provided to new business owners.
- 19) Controlled use of pesticides and fertilizers shall be enforced by the City.
- 20) Future site tenants shall comply with all federal and state regulations for stormwater discharges.

d. Geotechnical

- 1) Estimated accelerations expected during the lifetime of the proposed development are relatively high; therefore, seismically resistant structural design in conformance with the Uniform Building Code shall be used for structures within the project.
- 2) Hydroconsolidation shall be minimized by densification of upper loose material by a combination of removal and mechanical compaction and saturation as outlined in the Geosols, Inc. report. In regard to both cut and fill areas, all old fill and compressible alluvium subject to hydroconsolidation shall be removed and recompacted to 90 percent of its maximum density.
- 3) All vegetation, rubbish, and other deleterious material shall be disposed of off-site.
- 4) All excavation bottoms shall be observed and approved by the Geotechnical Engineer prior to placement of fill.

4. Mitigation Monitoring

A soils engineer shall be retained to monitor the grading and construction of the project and submit in writing to the City Engineer and City Planning Director, certification that the project has complied with mitigation measures to reduce the amount of runoff with sediments and urban pollutants. The project landscape architect, in coordination with the project soils engineer, shall monitor the revegetation of the site and submit in writing to

the City Engineer and Planning Director, certification that the project has complied with approved revegetation plans. The City Landscape Architect and the City Public Works Inspector, under the supervision of the City Engineer, shall conduct a field inspection prior to the issuance of building permits to assure that grading operations have implemented specified sediment control measures.

C. BIOLOGICAL RESOURCES

A biological field survey of the 120.8-acre project site was conducted by RECON on October 22, 1990. The purpose of the survey was to assess the potential impacts to biological resources which would result from project implementation, particularly in regard to federal, state, and local laws and policies. The biological survey is included in this EIR as Appendix E and is summarized in this section.

1. Environmental Setting

The project site is located in the northern portion of Los Angeles County within the high desert area referred to as Antelope Valley. Mountain ranges to the north, west, and south impede the movement of moist coastal air into this valley resulting in the high desert climate found in the area. Mean maximum winter temperatures are usually in the mid-50s. Mean maximum summer temperatures range from 90 to 100 degrees Fahrenheit, with an average of 75 to 80 degrees Fahrenheit. The topography of the project site is relatively flat. On-site soils include Cajon loamy sand (0-2 percent slopes), Hesperia fine sandy loam (0-2 percent slope), and Rosamund loam (less than 1 percent slope). River wash is present within Amargosa Creek.

The project site is bordered by a two-lane roadway (10th Street West) along the western project boundary and a four-lane roadway (Avenue M) along the northern project boundary. The SR 14 is located approximately 0.25 mile west of the project site. Adjacent land uses include a mixture of developed and undeveloped lands to the east and south, and industrial and scattered residential development to the west and north. The project site is vacant with its former use having been sheep grazing.

a. Vegetation. Thirty-six plant species were identified on-site, 29 of which are native species. Vegetation within the project site is classified as Joshua tree woodland. The density of Joshua trees varies on-site with higher densities being found on the western portion of the project site. Existing biological resources are shown in Figure 8.

Joshua tree woodland is an open woodland habitat consisting of an overstory of Joshua trees and an understory of various shrubs and perennial herbs. There is little or no herbaceous cover in this habitat type during most of the year as these species are generally ephemeral annuals. Dominant species in this community include sclerophyllous evergreen trees and shrubs, microphyllous evergreen shrubs, semideciduous shrubs, semisucculents, and succulents.

Joshua trees of all ages are found on-site, but most appear to be of moderate age. A previous biological survey conducted by Fishman (1989) indicated that the density of these trees ranged from six to eight trees per acre in the western portion of the site and from zero to two trees per acre in the eastern portion of the site. Data collected during the October 1990 survey indicated a gross estimated average of nine trees per acre. The survey confirmed that the density per acre is substantially greater in the western portion of the project site. Based on the most conservative estimate of Joshua tree densities, at least 480 trees are found on-site.

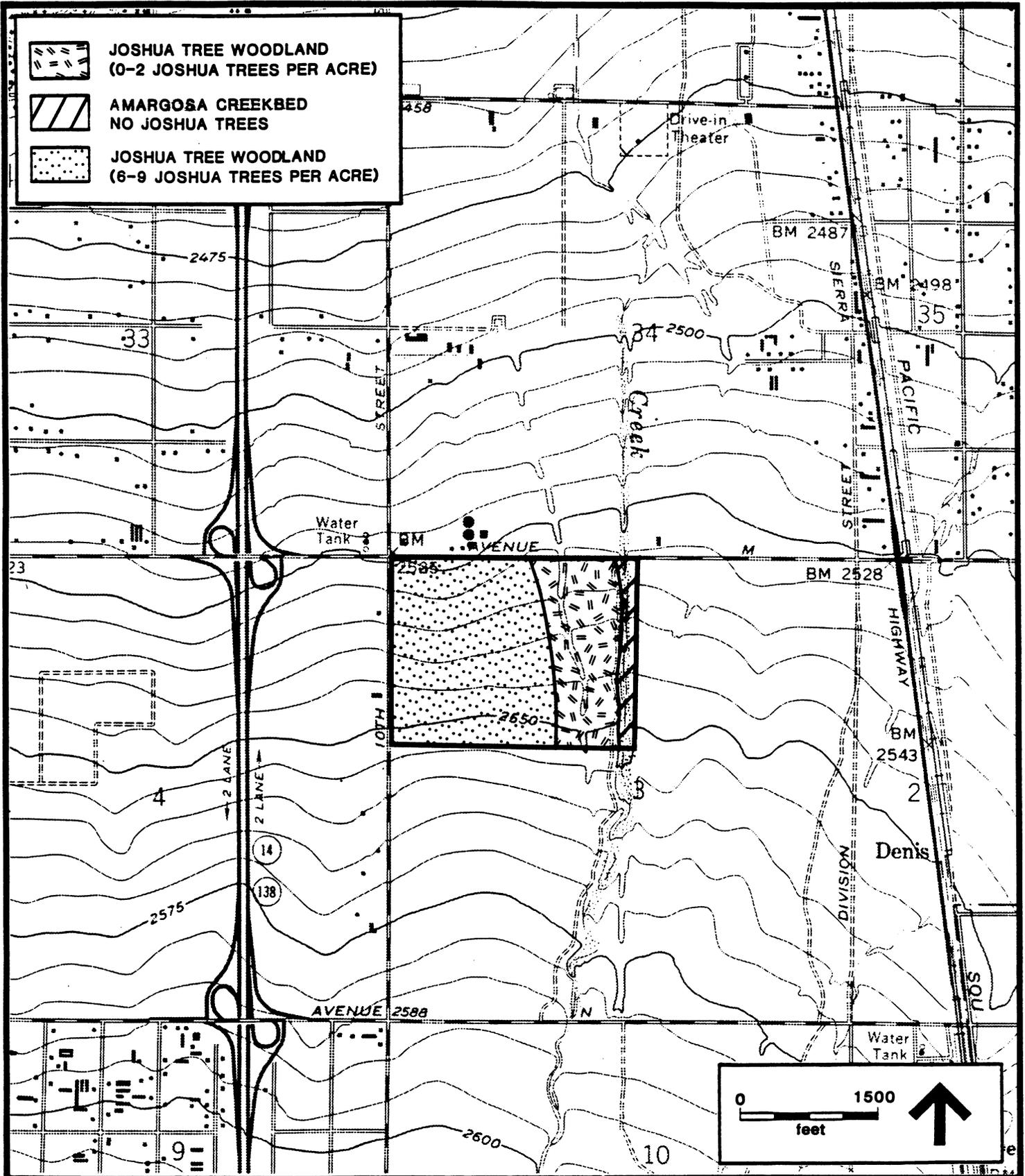


FIGURE 8. VEGETATION MAP

Understory shrubs include water jacket, peachthorn, Nevada ephedra, spiny hopsage, rubber rabbit brush, cotton-thorn, and white burrobush. Creosote bush is a rare element within this shrub understory. Due to the time of year in which the survey was conducted, the majority of herbaceous species were not identifiable; however, a number of these species were identified by Fishman during the April 1989 survey. These species included tessellate fiddleneck, Lemmon's lessingia, gold fields, desert needlegrass, many-leaved eriastrum, and Parry's linanthus (Table 4-213).

The Amargosa wash contains shrubs not found on the less disturbed portions of the site. These include basin sagebrush and four-wing saltbush.

b. Wildlife. Twenty vertebrate species were identified on-site including three reptile species, nine mammal species, and eight bird species (Table 4-314). The reptile and bird species were identified through direct observation while the mammals were identified via sign such as scat or burrows. All 20 species are typical of Joshua tree and desert scrub habitats. In this area of the Mojave Desert, Joshua tree woodland has the potential to provide habitat for a greater diversity of species including, but not limited to, quail, sage, thrasher, poorwill, loggerhead shrike, gopher snake, red racer, and coachwhip.

c. Sensitive Resources

1) Plant Communities

Joshua tree woodland is considered to be a rare habitat by the California Natural Diversity Data Base, thereby including it in its inventory as a community which is possibly threatened, but for which more information is needed (State of California 1989b). The North Los Angeles General Plan (County of Los Angeles 1975) identified Joshua tree woodland as a fragile community, affected by subdivisions, off-road-vehicle activities, fires, and tree cutting. The General Plan indicated that this habitat was considered to be near a critical level in northern Los Angeles County. The Draft General Plan for the City of Palmdale (1990) states that rapid development in the Palmdale area has raised concerns about the destruction of large numbers of Joshua trees. Joshua trees are also one of the main concerns of a draft ordinance (City of Palmdale n.d.) regarding the preservation of native desert vegetation within the city of Palmdale. Joshua tree woodlands are generally found on level lands or gentle slopes which are good grazing lands. As a result, Joshua tree woodlands have been subjected to moderate to severe grazing pressures (Vasek and Barbour 1977).

On-site, Joshua tree woodland covers approximately 115 acres of the project site. Habitat quality ranges from low to moderate based on the low density of trees within the woodland, the low number of young trees, lack of vegetative debris, moderate understory diversity, trash accumulation, and use of the property for grazing purposes. The site is bordered to the north and west by streets which carry a high volume of traffic which travels at high rates of speed.

2) Plant Species. No plant species listed by the state or federal government or contained within the California Native Plant Society's

TABLE 13
VASCULAR PLANT LIST

Scientific Name	Common Name	Habitat	Status
<i>Acampitropappus sphaerocephalus</i>	Yellowhead	JTW	N
<i>Ambrosia acanthicarpa</i>	Ragweed	JTW	N
<i>Ambrosia dumosa</i>	Burrobush	JTW	N
<i>Amsinckia tessellata</i> Gray	Fiddleneck	JTW	N
<i>Artemisia tridentata</i> Nutt. ssp. <i>tridentata</i>	Basin sagebrush	JTW	N
<i>Atriplex canescens</i> Nutt.	Four-wing saltbush	JTW	N
<i>Bromus diandrus</i> Roth.	Ripgut grass	JTW	I
<i>Bromus tubens</i> L.	Red brome	JTW	I
<i>Bromus tectorum</i> L.	Cheat-grass	JTW	I
<i>Camissonia</i> sp.	Sun-cup	JTW	N
<i>Chrysothamnus nauseosus</i> (Pall.) Britton	Rubber rabbit brush	JTW	N
<i>Cryptantha circumcissa</i> (H. & A.) Jtn.	Dwarf hiddenflower	JTW	N
<i>Ephedra nevadaensis</i> Wats.	Nevada ephedra	JTW	N
<i>Eremocarpus setigerus</i> (Hook.) Benth.	Dove weed	JTW	N
<i>Eriastrum densifolium</i> (Benth.) Mason.	Many-leaved eriastrum	JTW	N
<i>Eriogonum parishii</i> Wats.	Parish's eriogonum	JTW	N
<i>Erodium cicutarium</i> (L.) L. Her.	White-stemmed filaree	JTW	I
<i>Euphorbia albomarginata</i> T. & G.	Rattlesnake weed	JTW	N
<i>Eurotia lanata</i> (Pursh) Moq.	Winterfat	JTW	N
<i>Grayia spinosa</i> (Hook) Moq.	Spiny hopsage	JTW	N
<i>Hymenoclea salsola</i> T. & G.	Cheese bush	JTW	N
<i>Larrea tridentata</i> (Sessé & Moc. ex DC.) Cov.	Henbit	JTW	I
<i>Lasthenia californica</i> (F. & M.) Greene	Gold fields	JTW	N
<i>Lessingia lemmonii</i> Gray	Valley lessingia	JTW	N
<i>Linanthus parryae</i> (Gray) Greene.	Parry's linanthus	JTW	N
<i>Lycium andersonii</i> Gray	Water jacket	JTW	N
<i>Lycium cooperi</i> Gray	Peachthorn	JTW	N
<i>Mirabilis bigelovii</i> Gray var. <i>bigelovii</i>	Wishbone bush	JTW	N
<i>Opuntia echinocarpa</i> Engel. & Bigel. var. <i>echinocarpa</i>	Golden cholla	JTW	N
<i>Oryzopsis hymenoides</i> (R. & S.) Ricker	Indian rice grass	JTW	I

TABLE 13
VASCULAR PLANT LIST
(continued)

Scientific Name	Common Name	Habitat	Status
<i>Petalonyx thurberi</i> G. ssp. <i>thurberi</i>	Sandpaper plant	JTW	N
<i>Poa secunda</i> Presl.	Sandberg bluegrass	JTW	I
<i>Schismus barbatus</i> (L.) Thell.	Mediterranean schismus	JTW	I
<i>Stipa speciosa</i> Trin. & Ruper	Desert stipa	JTW	N
<i>Tetradymia stenolepis</i> Greene	Cotton-thorn	JTW	N
<i>Yucca brevifolia</i> Engelm. in Wats. var. <i>brevifolia</i>	Joshua tree	JTW	N

HABITATS

JTW = Joshua tree woodland

OTHER TERMS

N = Native to locality

I = Introduced species from outside locality

**TABLE 14
WILDLIFE SPECIES OBSERVED**

Common Name	Scientific Name	Habitat
<u>Reptiles</u>		
Side-blotched lizard	<i>Uta stansburiana</i>	JTW, AW
Western whiptail	<i>Cnemidophorus tigris</i>	JTW
Desert spiny lizard	<i>Sceloporus magister</i>	JTW
<u>Mammals</u>		
Coyote	<i>Canis latrans</i>	JTW
Desert kit fox	<i>Vulpes macrotis</i>	AW
White-tailed antelope squirrel	<i>Ammospermophilus leucurus</i>	JTW, AW
California ground squirrel	<i>Spermophilus beecheyi</i>	JTW, AW
Valley pocket gopher	<i>Thomomys bottae</i>	D
Merriam's kangaroo rat	<i>Dipodomys merriami</i>	JTW
Blacktail hare	<i>Lepus californicus</i>	JTW
Desert cottontail	<i>Sylvilagus audubonii</i>	JTW
Deermice	<i>Peromyscus</i> spp.	JTW
<u>Birds</u>		
Mourning dove	<i>Zenaida macroura</i>	JTW
Common raven	<i>Corvus corax</i>	JTW
Cactus wren	<i>Campylorhynchus brunneicapillus</i>	JTW
Purple finch	<i>Carpodacus purpureus</i>	JTW
House finch	<i>Carpodacus mexicanus</i>	JTW
White-crowned sparrow	<i>Zonotrichia leucophrys</i>	JTW
Rock dove	<i>Columba livia</i>	D
California towhee	<i>Pipilo fuscus</i>	JTW

JTW = Joshua tree woodland

AW = Amargosa wash

D = Disturbed areas

(CNPS) inventory of rare and endangered plant species were identified on-site. Potentially occurring plant species, based upon habitat type and general locational information, include alkali mariposa lily, Mohave spineflower, Peirson's morning-glory, and desert cymopteris. A Natural Diversity Data Base search identified records of occurrence for alkali mariposa lily and Mohave spineflower within one mile of the project site.

a) Alkali Mariposa Lily. This plant is a CNPS list 1B (plants rare, threatened, or endangered in California and elsewhere) species as well as a category 2 candidate species for federal listing. The likelihood of its occurrence on-site is extremely low since this species is found in moist, low-lying alkaline areas, none of which are present on-site.

b) Mohave Spineflower. This plant is a CNPS list 4 (plants of limited distribution) species. According to information from Fishman (1989), no suitable habitat for the spineflower occurs on-site.

c) Peirson's Morning-glory. This plant is also a CNPS list 4 species which is found on dry slopes within Joshua tree woodland. Although the habitat type is appropriate, the site is without slope and below the elevational range at which this plant is found; therefore, this plant is not expected to occur within the project area.

d) Desert Cymopteris. This species is a CNPS list 1B species as well as a category 2 candidate for endangered species listing. Information from the CNPS indicates that populations of this plant are found substantially east of the project site; it is, therefore, highly unlikely that desert cymopteris would occur on-site.

3) Animal Species

a) Mojave Ground Squirrel. The Mojave ground squirrel is a state-threatened species and a federal category 2 candidate for endangered species listing. Small burrows of the appropriate size for Mojave ground squirrel were observed in the banks of both on-site drainages. Because this species hibernates during the winter and summer seasons, it likely would not have been observed during the course of the field survey. Two other small ground squirrels with similar habitat requirements and sign (burrows and scat) co-occur with this species and one of these, the white-tailed antelope squirrel, was observed on-site during the surveys.

b) Desert Tortoise. The desert tortoise is currently emergency listed as endangered by the federal government. Directed searches were made for tortoises or tortoise sign; however, no desert tortoises or their sign were observed. Although habitat on-site is considered to be suitable for tortoises, none are expected to occur due to the degree of development which has surrounded the site for over a decade, the site's past grazing history, and the current degree of site disturbance.

c) San Diego Horned Lizard. The San Diego horned lizard is a category 2 candidate for federal listing and a CDFG Species of Special Concern. A Natural Diversity Data Base (NDDDB) search revealed an element of recordation for San Diego horned lizard from the section immediately north of the project site. This record is based on a specimen housed at the Los Angeles

County Museum of Natural History. The date of collection, along with any other pertinent information, is unknown. This record indicates that the potential does exist for the on-site occurrence of this horned lizard. However, the site is not currently considered to be part of the known range for the horned lizard and none were observed during the survey.

d) Prairie Falcon. The prairie falcon is an inhabitant of dry open country and, occasionally, woodlands. For nesting, prairie falcons require cliffs or rocky outcroppings adjacent to the open, arid valleys needed for foraging. This falcon is a CDFG Species of Special Concern. Although the project site has been identified as "Prairie Falcon Assemblage" (North Los Angeles County General Plan), development of surrounding lands has effectively reduced the amount of open area necessary for large predators to use as foraging territory. These birds are therefore no longer anticipated to occur in this area of Palmdale.

e) Burrowing Owl. The burrowing owl is a ground-dwelling, diurnal species found in open country, often utilizing abandoned ground squirrel burrows. Open desert scrub communities are widely, but sparsely, inhabited. This owl is also a Species of Special Concern, having become quite scarce in the northern deserts from the eastern Mojave Desert north through Inyo County (Garrett and Dunn 1981). Fishman (1989) identified burrows of burrowing owls on adjacent property in their surveys of the project area; however, no evidence of burrowing owls was identified during the 1990 survey.

2. Impacts

The proposed project involves the creation of 57.94 acres of industrial development, 37.73 acres of business park, and 5.53 acres of commercial development with lot sizes ranging from 0.6 to 7.32 acres. Approximately 20 acres of the site would be streets. Project implementation would result in the loss of 115 acres of Joshua tree woodland habitat. Due to the low to moderate habitat quality of the site and its reduced value as wildlife habitat due to the existing degree of isolation from high quality Joshua tree habitat, the loss of these 115 acres is not considered to be significant pursuant to CEQA in terms of posing a threat to the existence of this habitat type within its range. The impact is, however, cumulatively considerable when viewed in connection with the incremental effects of past, current, and probable future projects which may be implemented within Joshua tree woodland habitat in both the city of Palmdale and in this part of Los Angeles County. The lands which surround the site are zoned for light industrial development. This land use designation affords little opportunity for the preservation and maintenance of biological habitat values.

Significant impacts to the Mojave ground squirrel would result from site development if this species is located on the site. Prior to site development, the applicant will be required to consult with the CDFG to determine the value of the site habitat relative to its ability to support this species. Currently, the CDFG is using a cumulative human impact survey to perform this assessment. The applicant will be required to submit verification of consultation and resolution of this issue with the CDFG prior to the issuance of a grading permit.

3. Mitigation

Although not considered to be a significant impact requiring mitigation under state law, the loss of 115 acres of Joshua tree woodland is a cumulatively considerable impact. Currently, there is no mechanism in place in the city of Palmdale with which to mitigate this type of impact. It is recommended that this project establish a mitigation banking program with which to offset cumulative impacts to Joshua tree and California juniper woodlands, as well as other types of desert vegetation.

The City of Palmdale is currently using a draft Native Desert Vegetation Ordinance (#692) as policy intended to offset impacts to Joshua trees and other desert vegetation. This draft ordinance does not, however, provide the means to achieve mitigation for impacts related to the loss of a natural community which supports Joshua trees since no maintenance of Joshua tree woodland and other desert vegetation habitat values is required. Several measures to preserve individual specimens of Joshua trees and California junipers are provided in draft ordinance #692. These measures include on-site preservation through project design or as transplanted landscape elements; off-site preservation for City, private, and/or public landscape use; or payment of a fee in lieu of preservation.

The project proponent is required to preserve 242 Joshua trees pursuant to the minimum requirements of the draft ordinance. Since the project proposes development of the entire site, in situ preservation through project design is not feasible. The proponent, therefore, proposes to retain 242 Joshua trees as landscape elements within the project area. This would be accomplished by the creation of an on-site holding area for the 242 Joshua trees to be transplanted and incorporated into the landscape design. Potential transplant candidates should be Joshua trees which should be not greater than 12 feet in height, should show evidence of past blooming, and should have healthy foliage and root systems. As a condition of project approval and prior to project implementation, these trees should be selected and tagged by a desert vegetation specialist with experience in the transplanting of Joshua trees. The trees selected for transplantation would be maintained in an on-site nursery holding area.

As project development would be phased, trees could be removed from the nursery holding area as needed for landscaping purposes. Those trees which cannot be accommodated as landscape elements within the project site would be made available to the City, private contractors, and the public, as specified in Section 14.04.060(B)(2)(a-c) of the draft ordinance. It is not anticipated that the identification of a temporary off-site holding area or payment of fees in lieu of preservation would be necessary for mitigation purposes.

Pursuant to Section 14.04.070 of the draft ordinance, the proponent would bond for the required two-year maintenance of Joshua trees in a healthy condition. Any losses of Joshua trees within this maintenance period would require replacement as determined by the Director of Planning, City of Palmdale. Implementation of this process would verify that Joshua trees have been transplanted in accordance with the ordinance.

Potentially significant impacts to Mojave ground squirrels could occur as a result of project implementation if these animals occur on-site. It

is, therefore, required that ~~a trapping program be conducted during the spring season to conclusively determine whether or not the Mojave ground squirrel is present on the project site. This trapping effort may only be conducted by a biologist with the necessary state permits and/or memoranda of understanding. If Mojave ground squirrels are identified as a result of the trapping effort, mitigation as determined by the CDFG would be required prior to project approval~~ prior to site development, the applicant will be required to consult with the CDFG to determine the value of the site habitat relative to its ability to support this species. Currently, the CDFG is using a cumulative human impact survey to perform this assessment. The applicant will be required to submit verification of consultation and resolution of this issue with the CDFG prior to the issuance of a grading permit.

4. Mitigation Monitoring

The Planning Department shall review the grading and landscaping plans for consistency with the above measures prior to the issuance of grading permits. After the issuance of grading permits and prior to the issuance of building permits, a site inspection by City staff shall be required to ensure compliance with the mitigation program.

D. NOISE

1. Environmental Setting

A noise technical report is included as Appendix F of this EIR and is summarized as follows. Existing noise levels on the site are produced by both vehicular traffic and aircraft from U.S. Air Force Plant 42. The combined existing day/night average noise levels on the site range from approximately 70 dBA L_{dn} to 74 L_{dn} . Aircraft overflights could produce maximum noise levels up to 92 dB on the site (City of Palmdale 1990).

Aircraft operating from Plant 42 produce noise levels ranging from approximately 69 L_{dn} in the northwest section of the property to 74 L_{dn} in the southeast section of the property (U.S. Air Force 1990).

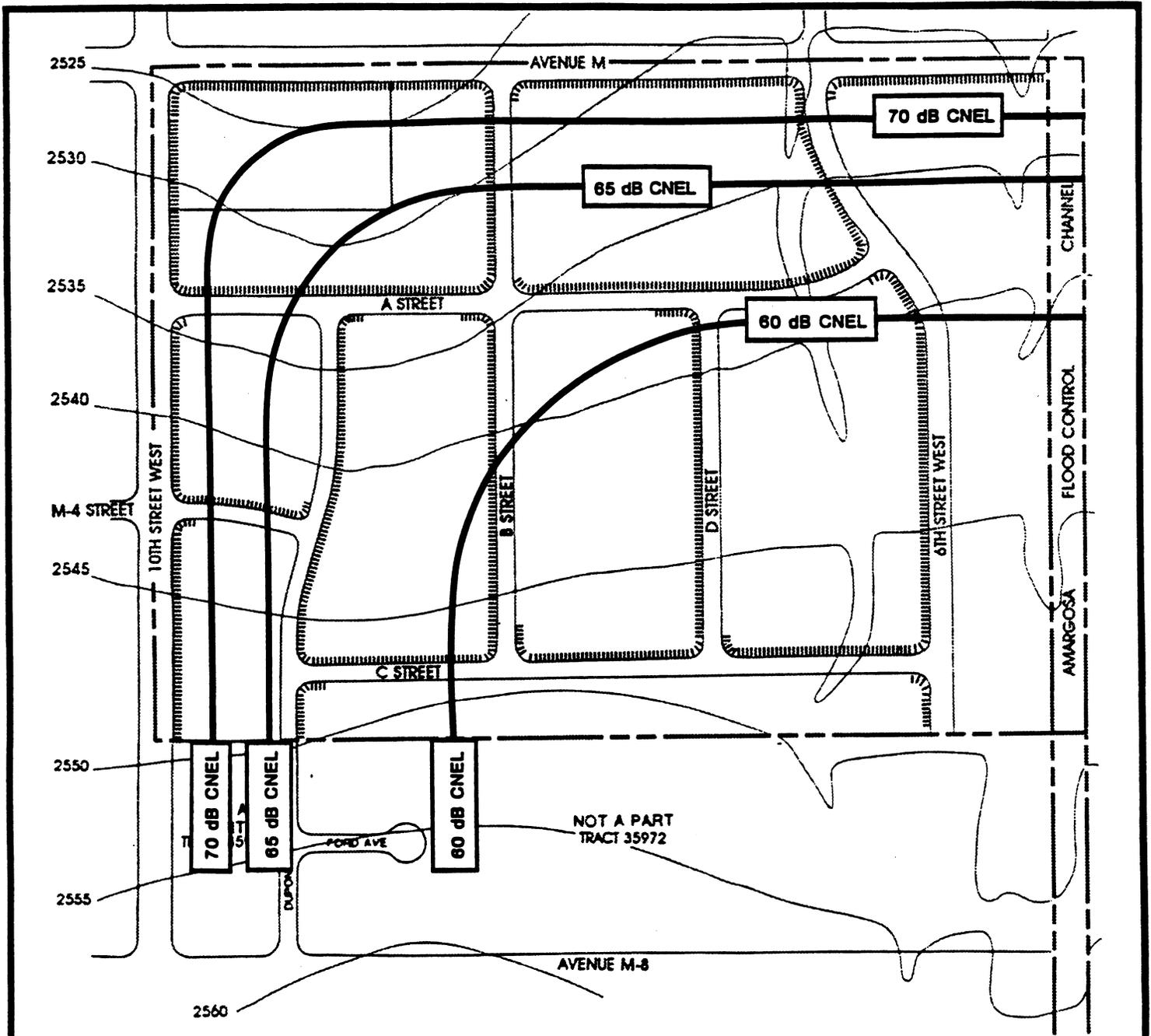
Future noise levels on the site were analyzed for compliance with the City of Palmdale noise standards contained in the Noise Element of the City of Palmdale Draft General Plan. The Noise Element states that industrial properties should be exposed to an exterior "noise level of 70 Community Noise Equivalent Level (CNEL) or less or which does not interfere with normal business activities." A noise level limit of 65 dBA L_{eq} (average sound level for specified time) is set for industrial interiors. The exterior noise level limit for commercial properties is 65 CNEL and the interior noise level limit is 45 to 65 dBA L_{eq} , depending on interior use.

Community noise exposure is expressed as CNEL in the draft general plan and as L_{dn} in the noise technical report. Both the CNEL and L_{dn} are 24-hour, cumulative measures of community noise exposure based on an A-weighted noise level in units of decibels. A-weighting is a frequency correction that correlates noise levels with the frequency response of the human hearing system. Both the CNEL and L_{dn} add 10 decibels to the average noise levels between 10:00 p.m. and 7:00 a.m. to account for the added sensitivity to noise during the nighttime hours. The only difference between the two measurement scales is that the CNEL also adds 5 decibels to the evening hours of 7:00 p.m. to 10:00 p.m. For common traffic conditions, these two scales are within 1-1.5 decibels of each other and are close enough to be considered equivalent for this study. The hourly average noise level also used in the standards is the constant noise level over a given period of time that would transmit the same acoustical energy as the actual time varying noise level.

2. Impacts

Development of the project would not cause significant impacts to the adjacent land uses. ~~Future noise levels on the site are predicted to exceed noise standards set by the City of Palmdale for exterior commercial and industrial areas regardless of whether the project is developed.~~ Because noise levels on the property will exceed the noise level standards stated in the Draft General Plan, noise impacts to the proposed land uses on the project are considered significant.

Future noise levels on the site due to vehicular traffic on the surrounding roadways are depicted as noise contour lines in Figure 9. Future noise levels generated by a combination of traffic on external roadways and aircraft from Plant 42 would range from 74 L_{dn} in the southeast section of the



SOURCE: PLANNING NETWORK, 1990

FIGURE 9. FUTURE AVERAGE NOISE LEVELS DUE TO TRAFFIC ON SURROUNDING ROADWAYS

property to 75-78 L_{dn} in the northwest corner of the property. ~~These predicted noise levels exceed the standards set in the Draft General Plan for exterior noise on both commercial (65 CNEL) and industrial (70 CNEL) land uses. Future interior noise levels would depend on the design and construction of the buildings.~~

Truck traffic using the internal circulation system could produce single-event noise levels up to 79 dBA at 50 feet from the roadways. Depending on the types of uses which are developed, these truck passes and the noise produced by aircraft overflights from Plant 42 could be a source of nuisance noise to the users of the site.

Specific activities and uses on the site have not yet been developed; therefore, noise levels which would be produced on the lots cannot be predicted. However, because the ambient noise levels would be high, most activities occurring in the industrial portion of the project would not be expected to have a significant noise impact on the business park or commercial areas of the site. Additionally, buildings in the business park area, depending on their location, could shield the commercial area from noise generated in the industrial area. If an exceptionally noisy use is proposed, one in excess of 75 CNEL, then this type of use may impact other lots on the property.

3. Mitigation

Because the locations of parking lots and other areas and the location and types of buildings are not specifically known at this time, detailed mitigation measures cannot be determined. Aircraft noise across the site cannot be mitigated in the outdoor environment.

~~When site plans are developed for the commercial and business park lots, further exterior noise studies shall be conducted to determine, if necessary, any feasible noise mitigation measures to reduce traffic noise. Barriers around the property or the individual lots could reduce traffic noise by up to 10 dBA in some areas. Noise levels produced by vehicular traffic on the commercial and business park lots shall be reduced to below the City of Palmdale limit of 65 CNEL for commercial properties. The business park was considered a commercial use in this report. Future vehicular traffic on Avenue M and 10th Street West is not expected to produce noise levels in excess of the 70 CNEL exterior limit on the industrial lots.~~

~~-----Applicants proposing to develop the business park or commercial lots shall demonstrate, to the satisfaction of the Planning Director, that exterior noise produced by future vehicular traffic on Avenue M or 10th Street West is mitigated to below 65 CNEL in the exterior usable areas of their lots. These areas shall be defined by the City of Palmdale. Mitigation measures can include, but are not limited to, the construction of sound walls or the use of setbacks.~~

Because aircraft noise cannot be mitigated in exterior areas, aircraft noise would still be expected to produce noise levels of 69-74 L_{dn} southeast to northwest across the property. Aircraft would become the dominant external source of noise to the site.

Applicants shall demonstrate that their building designs would attenuate exterior noise levels to below the standards set by the City of Palmdale. The interior noise level limit ranges from 45 to 65 dBA--55 L_{eq} for commercial buildings, depending on the interior use. Industrial uses have an interior noise level limit of 65 dBA--L_{eq}. Once the specific use of a building is established and detailed plans are available, an interior noise study shall be conducted, as deemed necessary by the Director of Planning, to ensure that exterior noise levels are attenuated to the interior limit appropriate for their use, as determined by the City of Palmdale.

The following is a summary of mitigation measures:

~~a. Prior to issuance of building permits, applicants proposing future development on the business park or commercial lots shall prepare an exterior noise analysis to be submitted to the Department of Planning for review and approval. Building location and design shall be used to attenuate noise from the industrial components of the Specific Plan area where feasible.~~

b. Prior to issuance of building permits, applicants proposing future development on any lot on the site proposed for commercial or business park development shall prepare an interior noise analysis, as deemed necessary by the Director of Planning, to demonstrate compliance with City of Palmdale interior noise level limits. This report shall be submitted to the Planning Department for their review and approval.

4. Mitigation Monitoring

Any upgraded construction materials needed for noise attenuation shall be clearly identified on the building plans submitted by the applicant. Prior to issuance of building permits, the Planning Department shall review the building plans and interior acoustical study to ensure that noise mitigation techniques have been incorporated into the project where necessary to comply with City standards.

~~Prior to issuance of building permits on the business park or commercial lots, the Planning Department shall review the exterior noise study to ensure that noise mitigation measures have been incorporated into the project to reduce future vehicular traffic noise produced on Avenue M and 10th Street West. Future noise levels on the exterior usable areas of the lots, as determined by the City of Palmdale, shall not exceed the City of Palmdale limit of 65 CNEL.~~

E. LAND USE/GROWTH INDUCEMENT

Induced growth is growth beyond what is planned and which could strain the public facilities and infrastructure, create environmental hazards, and thereby contribute to a lesser quality of life. Growth in accordance with approved community plans is considered accommodated/facilitated growth. Accommodated growth is designed to be accompanied by the necessary infrastructure and supporting services.

1. Environmental Setting

The proposed project area is located in the Antelope Valley in the city of Palmdale. The 120-acre project site is vacant. The area to the east and south of the site is presently vacant and contains similar Joshua tree woodland habitat. West and north of the site are varied industrial land uses. Air Force Plant 42 and its related airport is about 1.25 miles east/southeast of the project area. The city of Lancaster is located to the north of Avenue M. The city of Palmdale's downtown is approximately 4.5 miles south/southeast of the project area.

The site is currently designated for light industrial development in the City of Palmdale Land Use Element of the General Plan adopted by the City Council on November 11, 1985 (City of Palmdale 1985). The City of Palmdale Draft General Plan Land Use Element (City of Palmdale 1990) designates the site for light industrial development. The existing zoning for the property is M-A (Manufacturing Industrial Aircraft).

2. Impacts

The proposed Antelope Valley Business Park Specific Plan is a 120-acre site located in the northern portion of the city of Palmdale. The site would be rezoned to a specific plan designation which would supersede the current M-A zone. The specific plan land use section proposes a mixture of uses including commercial, industrial, and business park facilities. A tract map would accompany the Specific Plan to implement the proposed land uses.

According to the City of Palmdale Draft General Plan, growth in the region occurs as a result of several interrelated factors. The large supply of affordable residentially zoned land in the Antelope Valley has accommodated the housing boom in the 1980s and the area's proximity to major employment centers in the northern parts of Los Angeles County is a factor influencing growth (City of Palmdale 1990).

The Draft General Plan lists a number of major developments in the region that could have an impact on future growth in the city of Palmdale. The projects include:

- Palmdale Regional Airport
- Rancho Vista Specific Plan
- Antelope Valley Mall
- Westpark Center (mixed-use development)
- Sierra Highway Plaza (community/industrial development)
- Palmdale Trade and Commerce Center Specific Plan
- City Ranch Specific Plan

- Antelope Valley Auto Center
- Ritter Ranch Specific Plan

These proposed projects, including the proposed Antelope Valley Business Park, reflect a trend in the city of Palmdale for newer developments to locate further from the downtown core area. Development is occurring outside the urban core due to lower land prices and the availability of large tracts of land in the outlying areas of the city (City of Palmdale 1990).

The city of Palmdale contains sufficient land to accommodate growth; however, the Draft General Plan lists a number of natural and man-made constraints to development. The constraints to growth include flood hazard, earthquake hazard, hillside development, noise impact areas, water availability, extension of sewer service, and constraints to infill development due to existing land use patterns in older parts of the City.

The proposed Antelope Valley Business Park Specific Plan would be in conformance with the Draft City of Palmdale General Plan designation of light industrial for the site. Construction of the proposed project would be accompanied by existing and new development in this part of the city of Palmdale. However, as this growth is planned, it is in accord with the existing and draft General Plan and would not occur until the necessary infrastructure is provided. The proposed project would be served by existing sewer and water lines. Assessment District 90-1 has been proposed to finance construction of the Amargosa Creek channel improvements. No grading permits or building permits shall be issued for the proposed specific plan prior to the approval of the assessment district and payments of funds for the channel improvements required by the district by the applicant. All infrastructure improvements would be available to the site prior to occupancy. The proposed specific plan states that a consolidated infrastructure phasing plan, outlining specific facilities to be constructed and their specific timing, would be submitted to the City of Palmdale for approval prior to construction within any phase of development.

Secondary environmental impacts associated with growth in the city of Palmdale have been addressed in this EIR. Several of the secondary impacts of growth such as traffic and air quality were found to be significant and mitigation measures are proposed to accommodate the projected growth. The proposed Specific Plan would be consistent with the existing and proposed land use plan designation of light industrial and the growth associated with the proposed project would be accompanied by the necessary infrastructure and supporting services. Please see the Utilities and Emergency Services sections of this EIR for a discussion of impacts and required mitigation measures relating to these potentially growth-inducing impacts. No other potentially significant growth-inducing impacts would be associated with the proposed project.

3. Mitigation Measures

As there are no significant growth-inducing impacts related to development of the proposed project, no mitigation is required.

F. RISK/HAZARDOUS MATERIALS

An environmental site audit and area reconnaissance was conducted on the project site by James M. Montgomery Consulting Engineers, Inc. from May 28, 1990 to June 9, 1990. The purpose of the environmental site audit was to provide information concerning any potential chemical contamination associated with the property due to geographical location and/or property use. The study involved a review of available information regarding the history of the site, a site visit, and a reconnaissance of the surrounding areas to observe land use. The environmental site audit is included in this EIR as Appendix G.

1. Environmental Setting

A site visit to the subject property in June, 1990, indicated no evidence of industrial wastewater discharge, no visual evidence of the presence of hazardous waste, no oil or oily discharge, no electrical equipment potentially containing polychlorinated biphenyls (PCBs), nor any visual evidence of pesticide use on the property. A review of historic aerial photographs taken in 1928, 1940, and 1957 indicated no evidence of past land development or use on the subject property. A review of official records in the Los Angeles County Assessor's and Recorder's office indicated that the property has never been developed nor utilized for any purpose and is currently vacant.

A review of public agency files was conducted and several government databases were accessed in order to identify sites of potential environmental concern in the immediate vicinity (within 2,000 feet) of the subject property. Records revealed one potential generator of hazardous waste is located within 2,000 feet of the project site. This site is identified as a Southern California Edison facility which presumably handles electrical equipment and, therefore, may have PCBs present on-site. U.S. Air Force (USAF) Plant 42 has been listed on the U.S. EPA's Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) database as a potential contamination site. The California Department of Health Services (DHS) has also identified USAF Plant 42 as a hazardous waste site targeted for cleanup. An installation restoration program for this facility is currently in the site investigation phase of the mitigation process.

The City of Palmdale is currently preparing a Hazardous Waste Management Plan to address the handling and disposal of hazardous materials and hazardous waste in accordance with Assembly Bill 2948. The city is currently operating under an area plan which covers all of Los Angeles County. The area plan includes an inventory of hazardous materials/waste facilities in the county, procedures for emergency notification response, pre-emergency planning measures, and public safety information. This plan has been developed and is implemented by the Los Angeles County Fire Department. No hazardous landfills are currently located in the City of Palmdale planning area.

The proposed Specific Plan is located in the vicinity of Palmdale Regional Airport/U.S. Air Force Plant 42. Development of structures or land uses that involve smoke or produce glare or other similar visual obstruction could cause a hazard to overflying aircraft.

2. Impacts

Although no potential sources of contamination were identified on the project site, a determination was made to conduct a limited soil sampling program due to the identification of one potential generator of hazardous waste located within 2,000 feet of the project site. Additionally, even though the Air Force research and development facility (USAF Plant 42) is 7,000 feet from the project site, it is identified in several government databases as a contaminated site and is, therefore, considered a facility of concern.

A subsurface investigation involving four shallow soil borings was conducted on the project site. Soil samples were collected from each boring and analyzed by a state certified laboratory. Composite samples were analyzed for heavy metals, semi-volatile organic compounds, organochlorine pesticides, and PCBs. No significant chemical contamination was evident in the soil samples collected according to analytical results.

No potential sources of contamination were evident on the subject property based on a visual inspection, nor were any identified in any of the databases researched. No significant chemical contamination was detected in the soil samples analyzed. Based upon the evaluation of available data, no further chemical assessment/environmental evaluation of the site appears to be warranted.

The project site does not currently present an undue risk in terms of the potential presence of a contamination problem resulting from hazardous materials. Proper mitigation measures should be performed, however, to ensure that any existing hazardous waste sites were not overlooked and to ensure that new businesses are properly monitored with regard to hazardous materials.

Future implementation of the proposed project would accommodate a full range of industrial, commercial, and business park uses. Although the exact nature of individual uses cannot be determined at the Specific Plan stage, permitted uses as outlined in the Specific Plan do include uses which could potentially employ toxic or hazardous materials, or which could potentially generate toxic or hazardous materials. Such uses could serve as potential sources of risk of explosion or significant release of hazardous substances. Automotive service stations are just one example of a use which utilizes hazardous materials in the form of petrochemical substances. Manufacturing often involves the use of chemical or toxic substances which could potentially be explosive or harmful if released into the atmosphere. Even medical and health care services are potential generators of hazardous waste in the form of infectious materials.

For purposes of health and safety, the establishment of permitted uses within the Antelope Valley Business Park which utilize or generate toxic or hazardous materials would involve compliance with all federal, state, and local laws regulating the transport, use, and disposal of these substances and all other City standards and policies which may apply. Future uses on the property will also be subject to the City of Palmdale Hazardous Waste Management Plan upon its completion, which will reduce the risks associated with hazardous materials.

According to the County of Los Angeles Department of Public Works (see Comment No. 7 in Response to Comments section of this EIR), the existing Hazardous Waste Management (HWM) facilities in Los Angeles County are inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste which could adversely impact existing HWM facilities.

3. Mitigation

Mitigation measures to ensure that potential existing hazardous materials and future potential generators or handlers of hazardous waste or materials would not adversely affect the environment are as follows:

- a. Prior to issuance of grading permits, hazardous materials assessments will be performed for individual properties.
- b. Future grading plans and specifications for individual properties within the Specific Plan area shall include a clause regarding observation, testing, and proper disposal of any hazardous materials encountered during grading and construction.
- c. Future project land uses involving the use, storage, or transportation of hazardous materials must comply with applicable local, state, and federal health and safety regulations, including the proposed City of Palmdale Hazardous Waste Management Plan, upon its completion.
- d. Any use involving hazardous materials will require site plan review and/or a Conditional Use Permit, to minimize land use conflict. Said review shall involve all agencies with jurisdiction such as the local Air Quality Management District and Regional Water Quality Control Board.
- e. Applicants for future developments within the Specific Plan area are required to file the appropriate Notice of Proposed Construction or Alteration (FAA Form 7460-1) with the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations Part 77 - Objects Affecting Navigable Airspace.

Should any operations within the specific plan include installation of underground storage tanks and/or industrial wastewater discharge into the public sewer system, the Los Angeles County Department of Public Works shall be contacted prior to issuance of building permits.

4. Mitigation Monitoring

Prior to the issuance of building permits for permitted uses and approval of a required site plan review and/or Conditional Use Permit, the Planning Director shall determine that the proposed uses comply with all local, state, and federal health and safety regulations.

G. TRAFFIC AND CIRCULATION

A traffic impact study for the 120.8-acre project site and surrounding circulation system was conducted by Crenshaw Traffic Engineering dated January 16, 1991 and revised May 6, 1991. The purpose of the traffic study was to determine the traffic impact on the local roadway system from traffic generated by the proposed specific plan. The traffic impact study is included in this EIR as Appendix H and is summarized in this section.

1. Environmental Setting

The Antelope Valley Business Park encompasses 120 acres of land located in the northern portion of Los Angeles County within the city of Palmdale (see Figure 1). The major transportation route to the city of Palmdale from downtown Los Angeles is Interstate 5 and SR 14. The Antelope Valley Business Park project site is located at the southeastern corner of Avenue M and 10th Street West. SR 14 is located west of the project site, Avenue N to the south, and Sierra Highway is located to the east (see Figure 2).

The project site currently has access to 10th Street West and Avenue M. Presently, 10th Street West is a wide two-lane street north of Avenue M and is developed on the west side south of Avenue M for about 330 feet. The east side is one lane. The City of Palmdale has classified 10th Street West as a major arterial highway. Avenue M is a four-lane street which is designated as a major arterial. Sixth Street West is developed to commercial standards north of Avenue M and is nonexistent south of Avenue M at this time. It is anticipated that 6th Street West will be developed as part of the proposed project. Avenue M-8 is developed to half street width on the south side, west of 10th Street West for about 330 feet.

The traffic volumes on these streets and other major thoroughfares in the area show typical peak periods of activity. The average p.m. peak hour of these counts was found to be between 4:00 p.m. and 6:00 p.m. For purposes of the traffic analysis, the p.m. peak hours were used as they represent the highest peak volumes.

Presently, 10th Street West, from Avenue M to Avenue M-4, operates at LOS D; between Avenue M-4 and Avenue M-8 the LOS is C. Avenue M, from 10th Street West to 6th Street West, presently operates at a LOS of A.

2. Impacts

The Antelope Valley Business Park Specific Plan would be a 120-acre master planned project that would accommodate a variety of industrial, commercial, and business park uses. The land use plan for the proposed project would permit a mixture of designations which would be intended to respond to a range of demands for land uses within an integrated development. Types of permitted activities would include manufacturing and assembly, wholesale, storage and distribution, and commercial uses, such as professional offices, business support services, and eating and drinking establishments.

Table 15 shows the daily and peak-hour generation factors and resulting trip ends for the proposed project. The table also shows the project will generate 660 vehicles arriving and 2,120 vehicles leaving the site during

**TABLE 15
TRAFFIC GENERATION
TRACT 44769**

DESIGNATED: INDUSTRIAL PARK

1,117,314 Gross Leasable Floor Area (GLFA)

ADT Generated Traffic

6.967 X 1,117,314/1,000 GLFA = 7,784 Vehicle Trip Ends Per Day

P.M. Peak-Hour Generated Traffic

1.037 P.M. Peak-Hour Rate X 1,117,314/1,000 GLFA = 1,158 Vehicles Per Peak Hour (VPPH) P.M.

Enter: 12% = 139 VPPH P.M.
Exit: 88% = 1,019 VPPH P.M.

A.M. Peak-Hour Generated Traffic

0.960 A.M. Peak-Hour Rate X 1,117,314/1,000 GLFA = 1,072 VPPH A.M.

Enter: 88% = 945 VPPH A.M.
Exit: 12% = 127 VPPH A.M.

DESIGNATED: COMMERCIAL

98,794 GLFA

ADT Generated Traffic

74.80 trips X 98,794/1,000 GLFA = 7,390 Vehicle Trips Per Day

P.M. Peak-Hour Generated Traffic

6.289 P.M. Peak-Hour Rate X 98,794/1,000 = 620 VPPH P.M.

Enter: 50% = 310 VPPH P.M.
Exit: 50% = 310 VPPH P.M.

A.M. Peak-Hour Generated Traffic

1.7635 A.M. Peak-Hour Rate X 98,794/1,000 = 174 VPPH A.M.

Enter: 50% = 87 VPPH A.M.
Exit: 50% = 87 VPPH A.M.

**TABLE 15
TRAFFIC GENERATION
TRACT 44769
(continued)**

DESIGNATED: BUSINESS PARK

743,650 GLFA

ADT Generated Traffic

12.417 trips X 743,650/1,000 GLFA = 9,234 Vehicle Trips Per Day

P.M. Peak-Hour Generated Traffic

1.350 P.M. Peak-Hour Rate X 743,650/1,000 GLFA = 1,003 VPPH P.M.

Enter: 21% = 210 VPPH P.M.

Exit: 79% = 792 VPPH P.M.

A.M. Peak-Hour Generated Traffic

1.537 A.M. Peak-Hour Rate X 743,650/1,000 GLFA = 1,142 VPPH A.M.

Enter: 85% = 970 VPPH A.M.

Exit: 15% = 172 VPPH A.M.

TOTAL

Traffic Per Day = 24,408 Vehicle Trips Per Day

P.M. Peak Hour = 2,780 VPPH P.M.

Enter = 662 VPPH

Exit = 2,120 VPPH

A.M. Peak Hour = 2,388 VPPH A.M.

Enter = 2,000 VPPH

Exit = 388 VPPH

the p.m. commuter peak hour. The impacts to p.m. peak-hour distribution of traffic are depicted on Figures 10 and 11, which show future traffic distribution with and without the proposed project. Figures 12 and 13 show project-generated traffic volumes to the Sierra Highway and SR 14, respectively. Projects within the vicinity of the proposed project were included in the study to determine the cumulative impact on traffic conditions in the area.

Key intersections that were analyzed as part of the study are:

- 10th Street West and Avenue M
- 10th Street West and Avenue M-4
- 10th Street West and Avenue M-8
- 6th Street West and Avenue M
- Avenue M and Sierra Highway
- Avenue M and Southbound Ramps, SR 14
- Avenue M and Northbound Ramps, SR 14

It was concluded that the LOS for the unsignalized intersections of Avenue M-4/10th Street West and Avenue M-8/10th Street West are below acceptable level C with the addition of the proposed project and would be worsened by the addition of other developments in the future. Levels of Service for Avenue M and northbound/southbound SR 14 are generally acceptable at present, but left-turn lanes from these ramps will become LOS F in the future. When this project volume and all other known project volumes are added to the intersection of Avenue M and 10th Street West, the LOS reduces to level F.

In order to assess the effect of development of the proposed project on the street system, the volumes generated by the project were added to the future traffic volumes without the project. Two street segments would be deficient under these conditions. Tenth Street West from Avenue M to Avenue M-8 would become a LOS of F when project volumes are added as would the segment of 10th Street West from Avenue M to Avenue M-4. The LOS at Avenue M and Sierra Highway would reduce to a LOS of F when this development's and other projects volume is added to existing traffic. The significant traffic impacts would be reduced to below a level of significance by mitigation measures discussed below.

3. Mitigation

The following measures are recommended to mitigate traffic impacts:

- a. A traffic study shall be prepared and approved by the City Traffic Engineer for any tract or parcel map filed within the Specific Plan area. At the discretion of the City Traffic Engineer, a focused traffic study may also be required for each future development proposal with the Antelope Valley Business Park Specific Plan area. The traffic study shall specifically identify the timing for compliance with required mitigation measures listed below and confirm that additional mitigation measures are not needed to mitigate the individual and cumulative traffic and circulation impacts of each future development.

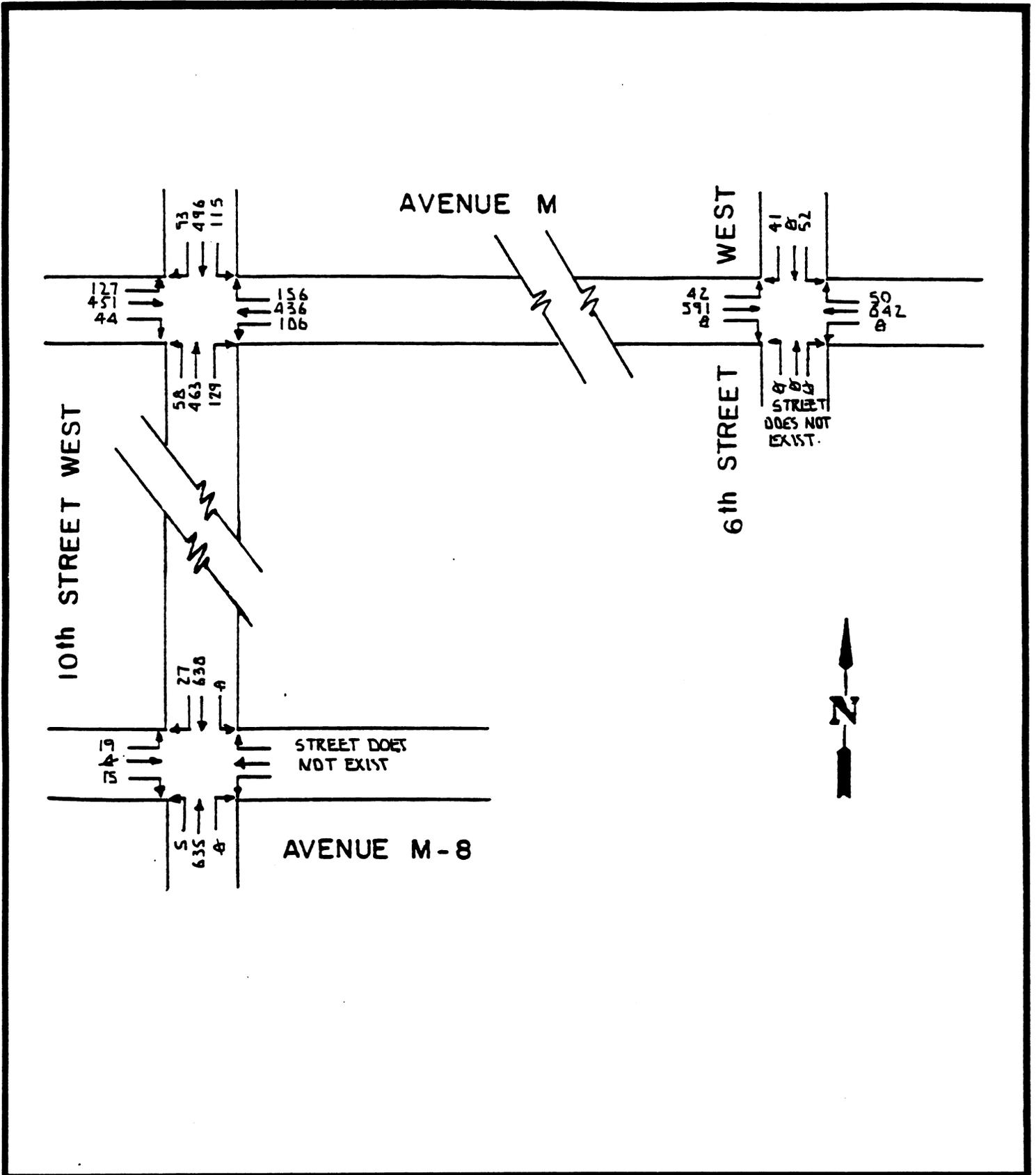


FIGURE 10. PM PEAK HOUR DISTRIBUTION WITHOUT PROJECT

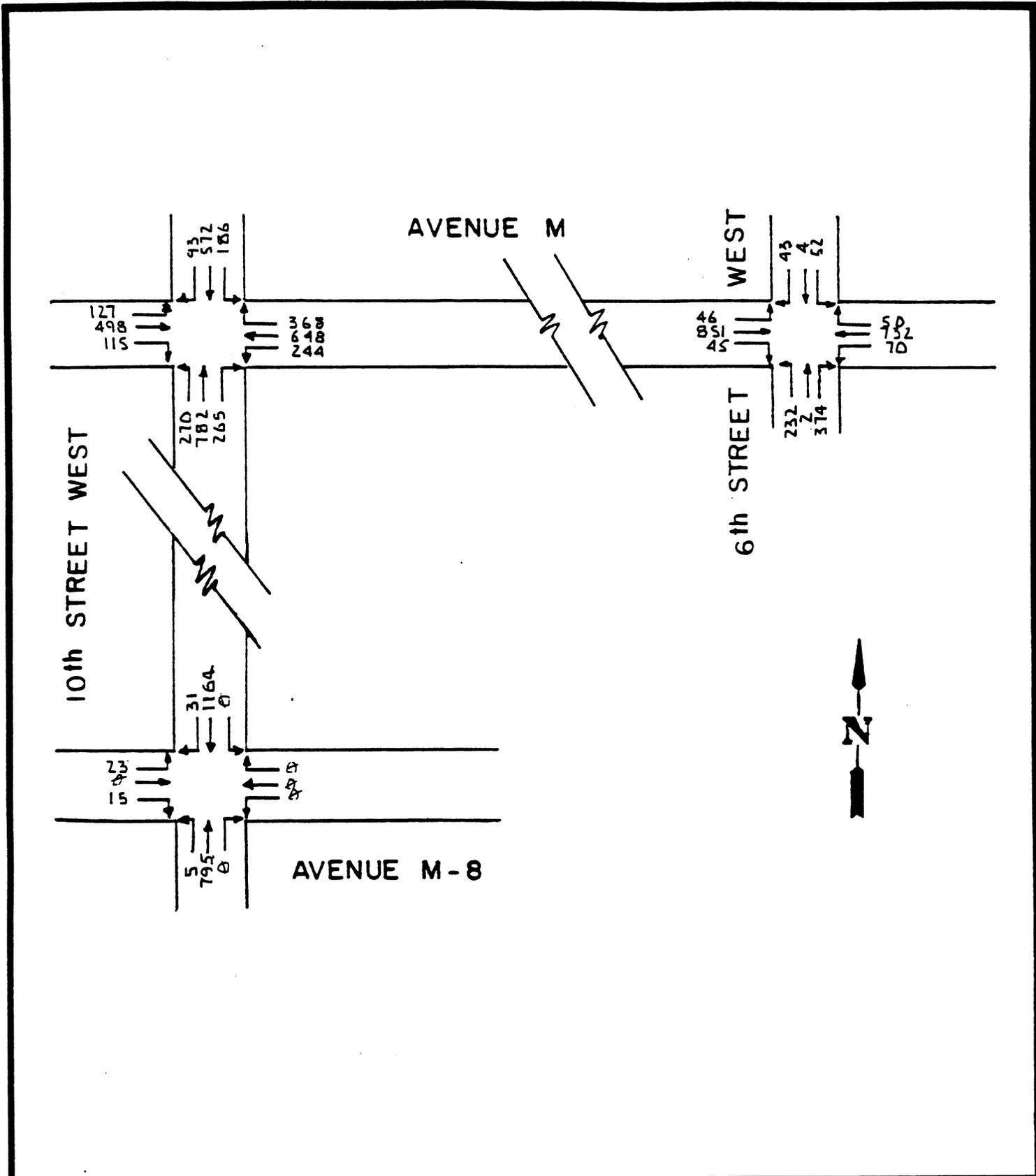
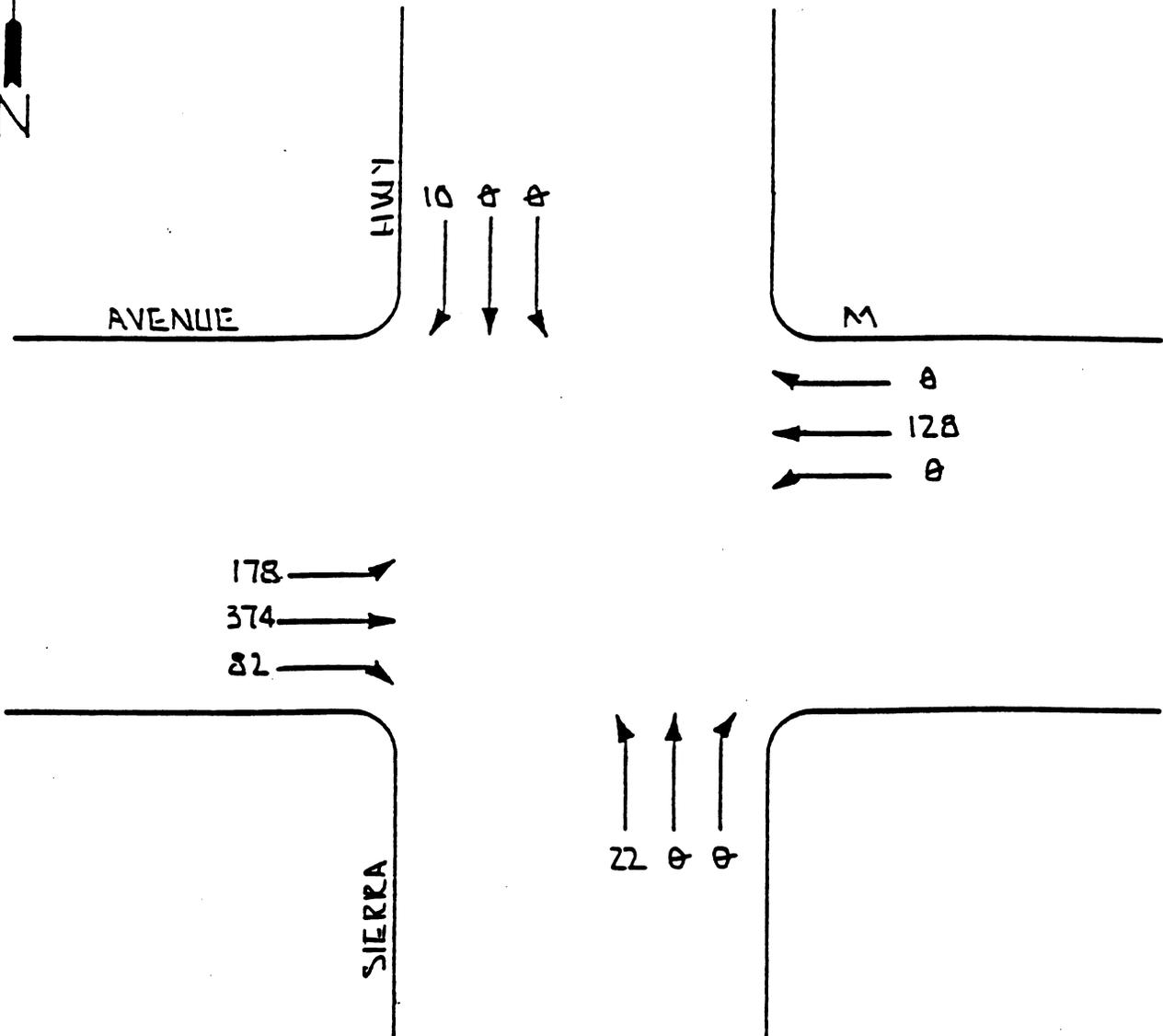
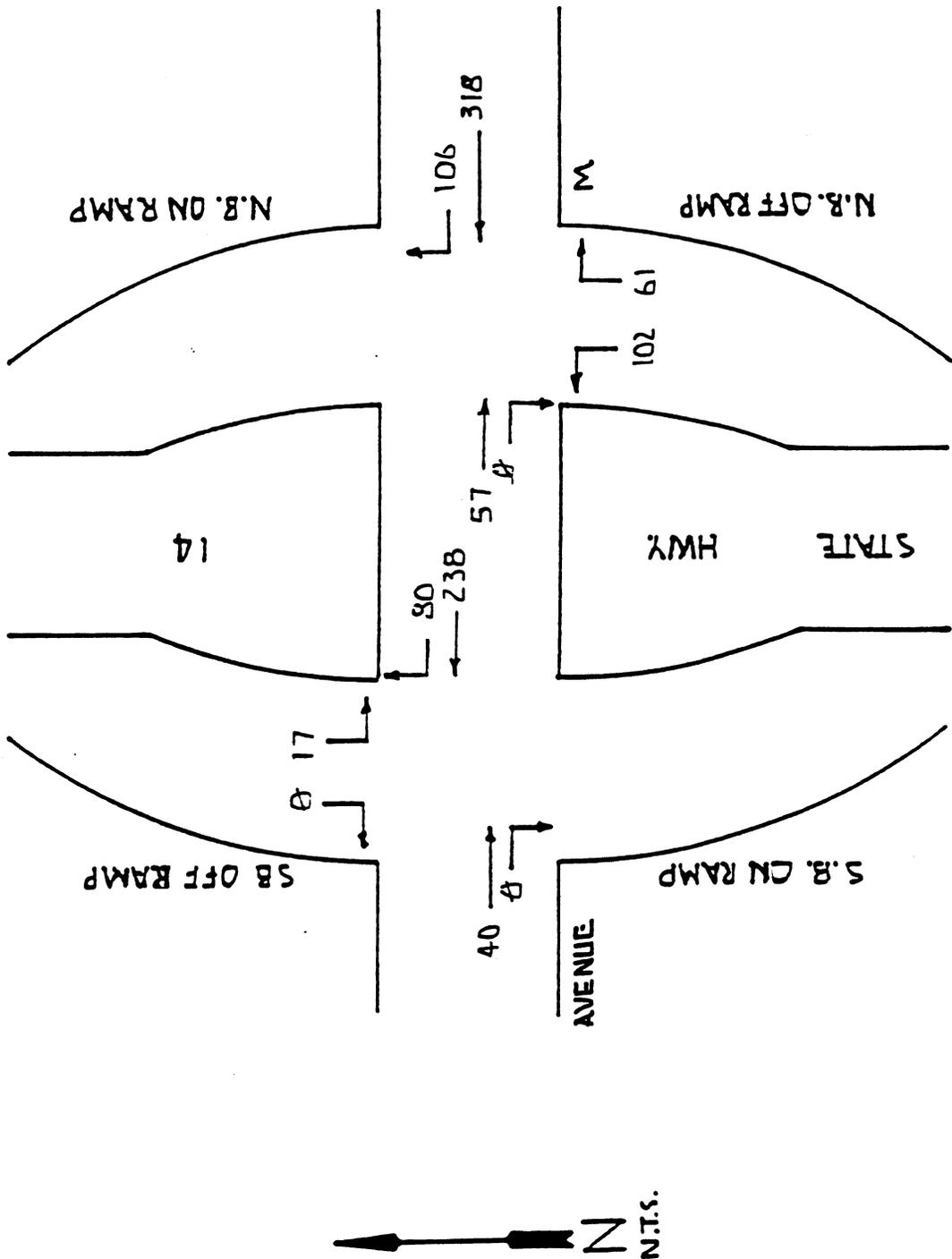


FIGURE 11. PM PEAK HOUR DISTRIBUTION WITH PROJECT



SOURCE: CRENSHAW TRAFFIC ENGINEERING, 1991

FIGURE 12. PROJECT-GENERATED TRAFFIC VOLUMES AT SIERRA HIGHWAY



SOURCE: CRENSHAW TRAFFIC ENGINEERING, 1991

FIGURE 13. PROJECT-GENERATED TRAFFIC VOLUMES AT STATE HIGHWAY 14

- ab. Install ultimate improvements along the east side of 10th Street West, adjacent to the subject project. Install ultimate improvements along the south side of Avenue M adjacent to the project.
- bc. Improve all streets within the project to City of Palmdale standards.
- ed. Install a traffic signal at M-4 alignment and 10th Street West.
- de. Install left-turn phasing on signals at Avenue M and 10th Street West. Relocate and upgrade signal facilities at the southeast and northwest quadrants of the intersection. Upgrade the intersection to accommodate a left-turn pocket, one through lane, and one through/right-turn lane in each direction.
- ef. Install left-turn pocket on Avenue M at 6th Street West for westbound traffic. Install left-turn pockets on 10th Street West at A Street and M-4 for northbound and southbound traffic.
- fg. Develop 6th Street West to provide a left-turn pocket, a through lane, and a right-turn lane for northbound traffic. Relocate traffic signal poles on southeast and southwest quadrants.
- gh. This development should pay its fair share of the cost to add additional travel lanes along 10th Street West. Tenth Street West should be upgraded to a minimum four-lane undivided arterial highway between south of Avenue K to north of Avenue P, to join already upgraded four-lane segments of 10th Street West.
- hi. Recent modeling efforts have identified the need for 10th Street West as an eight-lane facility. Although actual construction of the eight-lane facility is not needed at this time, the right-of-way for such an improvement should be acquired as development occurs. Since this will be a major facility, intersection widening to accommodate right-turn lanes and double left-turn lanes will be appropriate.
- ij. This development shall also pay its fair share of upgrading Avenue M/Sierra Highway dual left-turn lanes and left-turn phasing on all legs, and pay its fair share of the future signalization of Avenue M/northbound ramps to SR 14.
- jk. This development shall comply with all requirements of the Congestion Management Plan for the County of Los Angeles and any related City of Palmdale requirements. This shall include, but is not limited to, trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements. The Specific Plan developer shall designate a person or organization to implement these measures within the project.

kl. Avenue M is shown on City of Palmdale future street models as an eight-lane roadway. Right-of-way may need to be dedicated from this development to accommodate this width.

lm. To provide for future traffic as stated in mitigation measure *k* above, it would be appropriate to widen major street intersections to accommodate right-turn lanes and double left-turn lanes. Right-turn lanes shall be provided at the project's major driveways.

4. Mitigation Monitoring

Prior to the issuance of any Certificates of Occupancy, the above mitigation measures shall be completed by the developer and subject to the approval of the City Engineer.

H. EMERGENCY SERVICES

1. Environmental Setting

a. **Fire Protection.** Fire protection and paramedic services are presently provided by the County of Los Angeles under contract to the City of Palmdale. The nearest fire station to the project site, Fire Station No. 129, is located at 421 West Avenue M, approximately 0.60 mile from the project site. Response time to the project site would be one minute. This station is currently staffed by three persons. A response plan is put together by the County Fire Department which provide guidelines for fire prevention in individual business parks.

Paramedic Squad No. 24 is located 4.00 miles from the project site, is staffed by 2 persons, and would have a response time of 6.9 minutes. Other fire stations in the Palmdale area include Fire Station No. 24, located 3.25 miles from the subject site with a response time of 5.6 minutes; Fire Station No. 84, which is 4.00 miles from the project site with a response time of 6.9 minutes; and Fire Station No. 24, located 3.25 miles away with a response time of 5.6 minutes. All of the fire stations have 3 firefighters.

b. **Police Protection.** Police protection is provided by the County of Los Angeles Sheriff's Department under contract to the City of Palmdale. The Antelope Valley station, located at 1010 West Avenue J in Lancaster, is responsible for providing law enforcement over a 1,368-square-mile area. Approximately 75 percent of the station's resources are committed to the cities of Lancaster and Palmdale, while the remainder are utilized for the unincorporated areas of the county. Average response times range from 3 to 5 minutes for emergency calls and between 8 and 12 minutes for routine non-emergency calls.

An annual review of the contract between the City and the Sheriff's Office includes a staffing and equipment needs assessment for the City of Palmdale. This assessment is used by the Sheriff's Office to make recommendations to the City regarding its police protection needs. It is then up to the City to revise its contract with the Sheriff's Office in order to implement the recommendations established by the needs assessment.

2. Impacts

a. **Fire Protection.** Construction and operation of the proposed business park is not expected to present any unique fire fighting hazard. Conversion of the undeveloped site to a business park and the accompanying increase in human activity associated with the business park would increase the potential for fire hazard both on and near the project site. Although additional manpower, equipment, and facilities could be needed to serve this development, impacts to fire department resources are not considered significant due to the close proximity of the project site to the existing fire station.

Implementation of the proposed project in conjunction with build-out of the surrounding area would result in a cumulative impact to fire protection services. In order to adequately serve new development, the fire department would require additional manpower, equipment, and facilities. However, given that the fire department has limited tax revenues available for expansion of fire protection services, the ability of the department to maintain

an adequate level of service cannot be determined at this time (Sprehn, Los Angeles County Fire Department 11/27/90).

b. Police Protection. Provision of law enforcement services would be affected by an increase in demand for such services. However, the ability of the Sheriff's Office to provide an adequate level of service to the proposed project is subject to the types of uses which ultimately become tenants within the business park; therefore, the adequacy of police protection for the business park cannot be determined at this time (Pigott, Sheriff's Department 11/27/90). Implementation of the proposed project in conjunction with development of other projects in the service area would result in a cumulative impact to police protection services.

3. Mitigation

Implementation of the following mitigation measures required by the Los Angeles County Fire Department will reduce impacts related to fire protection and to potential fire hazards on-site:

- a. The developer will be required to work with the Los Angeles County Fire Department to establish appropriate mitigation for provision of additional personnel, equipment, and facilities in the project vicinity.
- b. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.
- c. Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration will be required.
- d. Final fire flow will be based on the size of the buildings, their relationship to other structures and property lines, and the type of construction used.
- e. All on-site driveways shall provide a minimum unobstructed width of 26 feet clear to the sky to within 150 feet of all portions of the exterior walls of the first story of any building.
- f. All driveways shall be labeled as "Fire Lane" on the final building plans. Labeling is necessary to assure the access availability for fire department use.

The following mitigation measures pertaining to police service will reduce impacts of the proposed Specific Plan, and shall be implemented by each applicant prior to occupancy permits for future site-specific development submittals.

- a. Adequate emergency access and circulation throughout and around the project shall be provided to the satisfaction of the Los Angeles County Sheriff's Department.

- b. Adequate lighting shall be provided to enhance crime prevention and law enforcement efforts.
- c. Proper address signs shall be provided for easy identification of locations during emergencies.
- d. Landscape feature standards which do not conceal potential criminal activity around buildings and in parking areas shall be provided.

4. **Mitigation Monitoring**

Prior to the approval of building permits, the City Planning Department and Los Angeles County Fire Department shall review and approve site-specific development plans for conformance with the above mitigation measures.

I. CULTURAL RESOURCES

A cultural resources survey was performed on 80 acres of the project site, formerly referred to as TT 44769, by Pyramid Archaeology in April, 1989. A second cultural resources survey was performed by RECON in November 1990 on an additional 40 acres which had been added to the project area. Both cultural survey reports are included in this EIR as Appendix I.

1. Environmental Setting

The 1989 survey performed by Dr. Bruce Love of Pyramid Archaeology covered the northern 80 acres of the currently proposed 120-acre project site. This assessment consisted of a records search and field inspection. No prehistoric or significant historic cultural resources were encountered during the field survey, nor were any archaeological sites found to have been recorded within a one mile radius of the project area. The results of three previous archaeological surveys conducted on adjacent properties were also found to be negative for cultural resources.

The cultural resources survey conducted by RECON covered 40 acres located adjacent to the southern boundary of the 80-acre site surveyed in 1989. The 1990 survey included a record search and field investigation performed by two archaeologists walking 5-10 meter transects. The field investigation also included a check of the two trash scatters located by Dr. Love during his 1989 survey. One trash scatter is located within a drainage channel which parallels the Amargosa Creek. The other is located on an open flat at the approximate west central edge of the 120-acre project site.

The survey conducted on the 40-acre addition to the project site yielded no prehistoric or historic cultural resources. Based on a further investigation of the two trash scatters found on-site, a determination was made that only the westernmost of the scatters has the potential to yield information related to historic activities in the Antelope Valley.

2. Impacts

The site records search requested by RECON indicated one structure that was found not to be a significant cultural resource in a previous report located approximately 100 meters west of the trash scatter found on-site. Based on the results of the surveys and the record search results, no archaeological testing is necessary. Neither trash scatter location appears to warrant further archaeological study based on surface indications. However, it is possible that additional earlier materials could be uncovered during grading.

3. Mitigation

Due to the possibility that early materials may be found in the trash scatter located in the western portion of the project site, it is required that monitoring of topsoil removal by a professional archaeologist be a condition of project approval. The professional archaeologist should attend the pre-grading meeting with a representative of the City Planning Department, the developer, and the developer's grading contractor, and shall be present during grading in the trash scatter area. Should additional early materials be uncovered, grading will be halted to allow for their recovery. Material

recovered will be analyzed and a report prepared documenting the findings. No significant impacts to cultural resources will occur as a result of development if these mitigation measures are implemented.

4. Mitigation Monitoring

The developer shall provide verification that a qualified archaeologist has been retained to implement the cultural resource monitoring program. This verification shall be presented in executed contract form from the archaeologist to the City Planning Department prior to the issuance of grading permits or construction activities (a qualified archaeologist is defined as an individual certified by the Society of Professional Archeologists).

Prior to the approval of building plans for site development within the identified trash scatter area, a monitoring results report (with map showing site locations and pictures of the site and trash scatter) shall be prepared and submitted prior to the issuance of building permits or within three months following termination of the archaeological monitoring program whichever comes first, to the Planning Department summarizing the above program.

A pre-grading meeting shall be held prior to any grading activity. The pre-grading meeting shall be attended by a representative of the City Planning Department, archaeologist, developer and developer's grading contractor.

The Planning Department shall be notified by the developer 48 hours in advance of the start of any grading activity.

J. PALEONTOLOGICAL RESOURCES

A paleontological resources assessment was performed on the approximately 120-acre project site by RMW Paleo Associates in November, 1990. In addition to a field survey, records from the Los Angeles County Museum of Natural History and other pertinent paleontologic/geologic literature were reviewed. The paleontological resources technical report is summarized below and is included in its entirety as Appendix J of this EIR.

1. Environmental Setting

The project site is relatively flat and typical of alluvial fan deposits found throughout the area. The only geological unit exposed on the project site is recent alluvium of undetermined thickness. Based on other excavations within the larger alluvial fan, it can be assumed that the project site is underlain by Pleistocene alluvial fan deposits covered by a thin veneer of recent alluvium. A thin residual soil mantle has developed over portions of the project site.

No fossils have been found within the survey area. However, sediments mapped elsewhere within the Mojave Desert as alluvium from the Rancholabrean North American Land Mammal Age have yielded Pleistocene terrestrial vertebrate fossils. Two paleontologic resource localities where Pleistocene mastodon have been recovered are relatively close to the project site. One mastodon occurrence was located to the southwest on Avenue S; the other was located north of Lancaster near Sierra Highway. Important small vertebrates, including fish, amphibians, reptiles, birds, and mammals, have been located near Avenue E and Sierra Highway in Lancaster.

2. Impacts

Due to the presence of numerous vertebrate fossils near the site, the Pleistocene alluvial deposits are considered to have a moderate to high potential for the future discovery of significant fossils. Grading operations associated with the development of the project site are likely to expose and destroy these fossils. This would represent an adverse impact on the region's paleontological resources. The adverse impact would result from the destruction of information in the timing of events that shaped the region and the biologic history of the region. Proper mitigation measures can reduce the adverse impact of development to an acceptable level.

3. Mitigation Measures

The following measures can reduce the adverse impact of development to an acceptable level. These measures can protect paleontological resources while allowing development to proceed in a timely manner.

- a. A qualified paleontologist shall be retained to perform inspections of the site during grading. Inspections should be half-time initially and full-time if fossils are located.
- b. Matrix samples may be collected at the discretion of the paleontologist during grading. These materials can be stockpiled to

one side of the project so as not to delay development activity.

- c. The paleontologist should have the power to temporarily divert or direct grading to facilitate evaluation and, if necessary, salvage of any exposed fossils.
- d. Any matrix samples collected should be processed at the Los Angeles County Museum, or another facility, for microfossils.
- e. Any fossils collected should be identified and donated to a public institution with a research and/or educational interest in the materials.
- f. A final report summarizing findings, including an itemized inventory and contextual stratigraphic data, should accompany the fossils to the designated repository with an additional copy sent to the appropriate Lead Agency.

4. Mitigation Monitoring

A qualified paleontologist shall be retained to monitor the grading operation and shall submit in writing to the City Engineer and City Planning Director certification that the project has complied with mitigation measures to avoid adverse impacts to paleontological resources.

K. UTILITIES

1. Environmental Setting

a. Water. Water service is provided to the Palmdale area by the Los Angeles County Department of Public Works, Los Angeles County Waterworks District No. 4. Water is provided by district-owned wells and by the Antelope Valley East Kern Municipal Water District (AVEK), a regional water wholesaler which operates the Antelope Valley East Kern Aqueduct. AVEK in turn imports its water from the California State Water Project (SWP). Approximately 50 percent of the water required within the service area is obtained through AVEK and is treated at the Quartz Hill Water Treatment Plant. Groundwater obtained from local wells provides the other half of the area's water supply. The district requires developers to finance the construction of all off-site water service improvements which are necessary to serve their project sites.

The water distribution system connecting to the existing aqueduct will be upgraded in the near future. The upgrade will involve a 12-mile-long, 36-inch-wide pipeline which will feed directly from the existing aqueduct. The pipeline will be constructed in four phases, with each phase consisting of a three-mile-long segment. The project site would be served by the first segment of this pipeline, which is anticipated to be in place prior to construction of the business park. The water distribution upgrade is to be funded by developer fees.

b. Sewer. The project site would be served by Los Angeles County Sanitation District No. 14, which operates and maintains the Lancaster WRP and sewer trunk lines in the cities of Lancaster and Palmdale and the surrounding area. The subject site is outside the jurisdictional boundaries of the sanitation district and would have to be annexed into District 14 before sewage service could be provided. Wastewater originating from the project site would be processed at the Lancaster WRP, located at the corner of Avenue D and 20th Street West north of the city of Lancaster. The Lancaster WRP currently processes an average flow of 8.2 MGD. Facilities at the Lancaster WRP will be expanded incrementally up to a treatment capacity of 16 MGD. In order to meet current service demand, the County Sanitation District is presently expanding the treatment capacity of the Lancaster WRP through the application of surface aeration to the existing oxidation ponds.

c. Solid Waste. Solid waste disposal for the Antelope Valley Business Park will be served by the Palmdale Disposal Company. Solid waste is disposed of at the Antelope Valley landfill. Based upon the types of permitted uses which could potentially become tenants in the business park, hazardous and/or liquid waste could be generated within the business park. Any hazardous or liquid waste generated by the business park would need to be separated from other solid waste prior to transport to an appropriate landfill.

2. Impacts

a. Water. The project proposes to install 8-inch and 10-inch water main extensions connected to an existing 14-inch main located in 10th Street West and an existing 12-inch main located in Avenue M (Figure 14). Total average daily water demand for the proposed project would be approximately 404,717 gallons, or 453.3 AFY, which represents a 1.81 percent increase in the

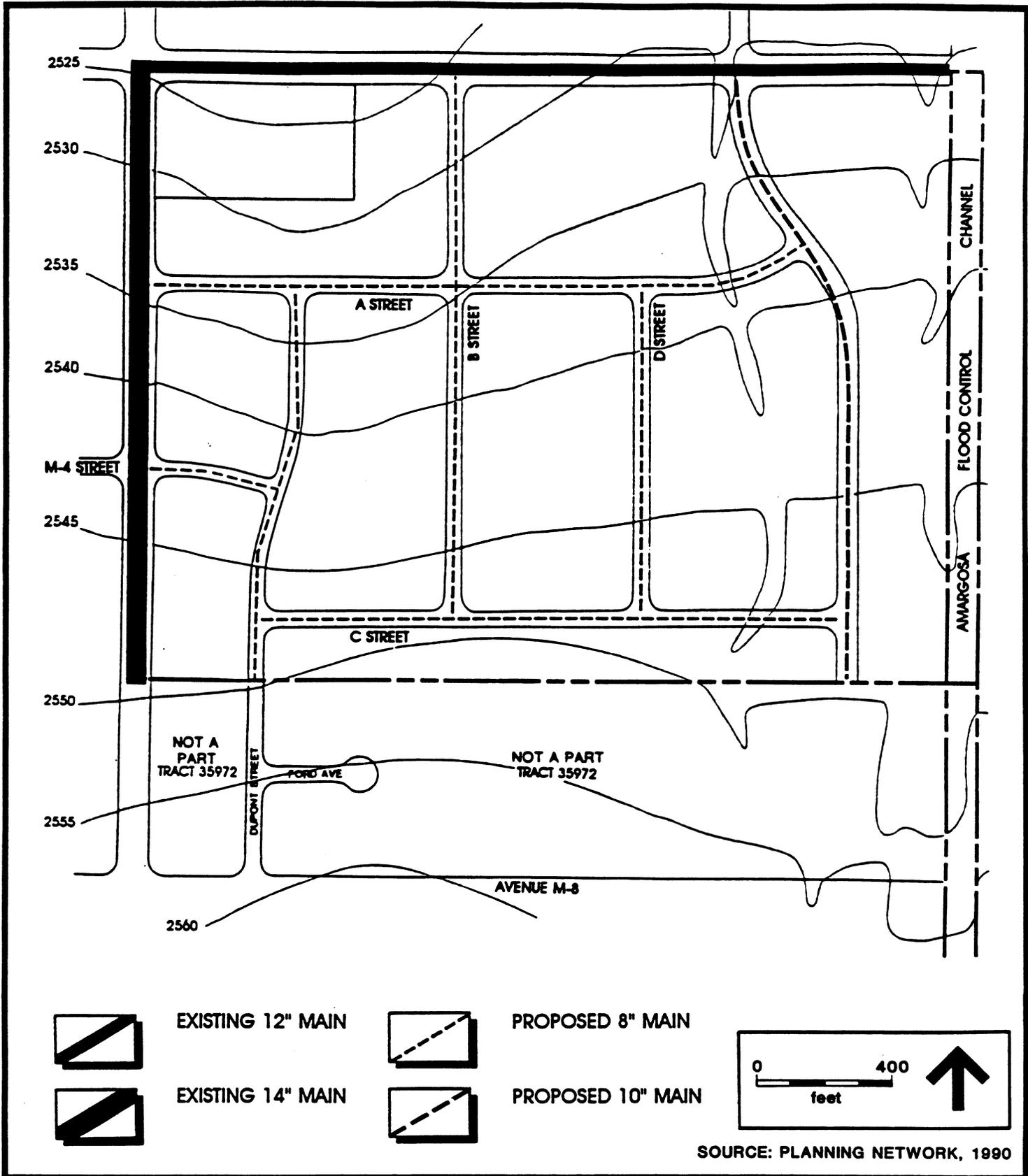


FIGURE 14. WATER PLAN FOR ANTELOPE VALLEY BUSINESS PARK

district's annual distribution volume of 25,000 AFY. Maximum day demand is calculated as 2.5 times the average daily demand, or 1,001,793 gallons.

Under normal, non-drought conditions, the District would have adequate water to serve the proposed project and there would be no impact on either water supplies or service given current regulatory requirements set in place by the District. However, groundwater recharge is currently decreasing at a time when the demand for domestic water is increasing; therefore, the proposed project would have an adverse, but not significant, impact on District No. 4 water supplies. The combined water demand from the proposed project and other proposed projects would result in a cumulatively significant impact due to increased water demand and lack of a complete water distribution system.

The proposed project will not require off-site extension of water lines since water mains are already available to the site within both Avenue M and 10th Street West. The project proponent will be charged a pro rata fee based on water consumption estimates for the business park. This fee will be pooled with other developer fees to fund the future water distribution upgrade. Once the fee is paid, the developer will be issued a conditional "will serve" letter. The will serve letter is conditional since supply is dependent on a number of factors which are subject to change. Capacity for approximately 8,000 dwelling units is currently available. Approximately 0.004 dwelling unit of water capacity would be required to serve each square foot of commercial/industrial development. At this rate, approximately 2,000,000 square feet of commercial/industrial development could be served by the amount of water required for 8,000 dwelling units; therefore, capacity now exists to serve the approximately 2,000,000-square-foot proposed business park. However, future conditions, such as a continuation of the current drought, may cause reductions in the number of dwelling units which can now be served (Eliopulos, East Side Well Corporation 11/20/90).

b. Sewer. Proposed sewer facilities within the project would involve installation of 8-inch, 10-inch, and 12-inch sewer lines. Wastewater within these lines would flow northward and easterly to an existing 12-inch line within 10th Street West, north of its intersection with Avenue M (Figure 15). Total average daily wastewater generation for the proposed project would be approximately 161,887 gallons, or 0.16 MGD. Project-related demand for wastewater transport and processing in conjunction with demand from other proposed users of the Lancaster WRP will result in a cumulatively significant impact to sewer service.

The proposed project will not require the extension of sewer lines to the site since an existing sewer line terminates at the intersection of Avenue M and 10th Street West. Since construction of the business park is proposed as phased development, continuous incremental expansion of the Lancaster WRP will be adequate to serve the proposed project. However, provision of sanitation service to the project site will require annexation of the subject property to County Sanitation District No. 14 through submittal of a "Request for Annexation" and payment of annexation fees. Following annexation to the County Sanitation District, the project proponent will be required to pay a connection fee in order to connect into the District's sewerage system. Payment of the connection fee is required prior to issuance of a connection permit by the City.

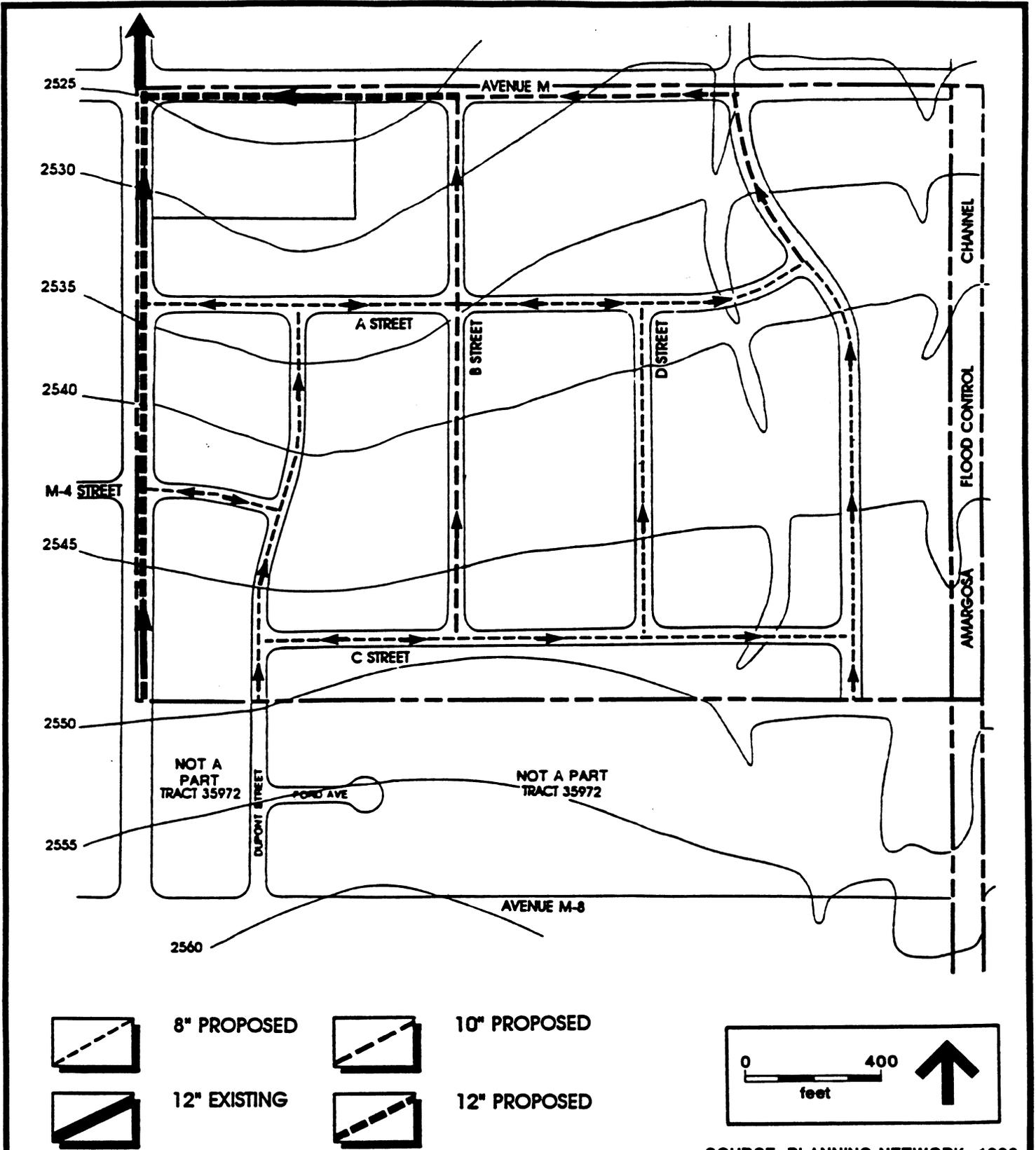


FIGURE 15. SEWER PLAN FOR ANTELOPE VALLEY BUSINESS PARK

c. Solid Waste. Solid waste generated by the proposed project may impact the lifetime of the Antelope Valley landfill, the landfill located in Lancaster, or any other landfill facility that may be utilized by the business park. It is anticipated that the proposed project would generate approximately 181,573 pounds or 90.8 tons of solid waste per day. This will result in a cumulatively adverse impact on landfill availability. The proposed project can be designed to include facilities or programs with which to facilitate the recycling of reusable materials.

3. Mitigation

a. Water

- 1) Provision of water service to the proposed project will be required as part of project development and will occur to the satisfaction of the City of Palmdale prior to approval of building permits for the project. Project implementation will require mitigation in coordination with the City of Palmdale, Los Angeles County Waterworks District No. 4, Palmdale Water District, and the Los Angeles County Fire Department.
- 2) The following state laws require water-efficient plumbing fixtures in structures:
 - a) Low-flush toilets and urinals are required in virtually all buildings (as required in Health and Safety Code Section 17921.3).
 - b) Efficiency standards must be met that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979 [pursuant to Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards)].
 - c) No new appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards [Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards)].
 - d) Installation of fixtures is prohibited unless the manufacturer has certified to the CEC compliance with the flow rate standards [Title 24 of the California Administrative Code Section 2-5307(b)].
 - e) Pipe insulation is required to reduce water used before hot water reaches equipment or fixtures. Insulation of water heating systems is also required [Title 24, California Administrative Code Section 2-5352(i) and (j)].

- f) Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985, be equipped with self-closing faucets that limit the flow of hot water.
- 3) The following measures are recommended to be implemented to conserve water in the interior of buildings:
- a) Supply line pressure: Reduce water pressure greater than 50 psi to 50 psi or less by means of a pressure-reducing valve.
 - b) Ultra-low-flush toilets: Install 1.5-gallons-per-flush toilets in all new construction.
 - c) Drinking fountains: Equip drinking fountains with self-closing valves.
 - d) Restaurants: Use water-conserving models of dishwashers with spray emitters that have been retrofitted for reduced flow. Serve drinking water upon request only.
- 4) The following measures are recommended to be implemented to conserve water in exterior areas throughout the specific plan:
- a) Landscape with low-water-using plants wherever feasible.
 - b) Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.
 - c) Group plants of similar water use to reduce over-irrigation of low-water-using plants.
 - d) Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.
 - e) Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
 - f) Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.

- g) Use previous paving materials whenever feasible to reduce surface water runoff and to aid in groundwater recharge.
- h) Grade slopes so that runoff of surface water is minimized.
- i) Investigate the feasibility of using reclaimed wastewater, stored rainwater, or gray water for irrigation.

b. Sewer

The project developer will be required to pay prevailing sewer assessment fees, provide adequate on-site wastewater conveyance facilities, and conform with City Public Works Department and the Los Angeles County Sanitation District No. 14 development standards pertaining to wastewater.

c. Solid Waste

- 1) Information shall be provided by the Specific Plan developer to new business owners concerning the recycling services in the development area. Said information shall identify nearby recycling centers, identify possible markets for recyclables in the area, and suggest to the business owners that they recycle glass, metal, paper, cardboard, and other materials to the maximum extent feasible. The information shall have a signature page which states that the building owner has read and understands the information and, therefore, will comply with the measures.
- 2) Prior to building design approvals by the Planning Department, source separation facilities shall be incorporated into building design to ensure that materials such as metals, glass, paper, plastics, and composting matter be recycled.
- 3) Insulation and other products made of recycled materials shall be used in the construction of commercial, office, and industrial buildings.
- 4) The Specific Plan landscape design guidelines for developments and streetscapes shall be developed to include drought-resistant plant materials (xeroscape concepts), which will have minimal maintenance needs generating less yard wastes for disposal at County landfills.
- 5) Prior to issuance of occupancy permits, subsequent project applicants shall comply with the City Waste Reduction and Recycling section of the Solid Waste Management Plan as determined by the Planning Department or the City's Solid Waste Coordinator.

- 6) Trash receptacle design guidelines/standards for the commercial/industrial developments shall include siting of recycling facilities within trash receptacle enclosures. The design shall be approved by the Planning Department or the City's Solid Waste Coordinator prior to site plan or conditional use permit approval.
- 7) Prior to issuance of occupancy permits, trash compactors shall also be required for large waste generators to reduce waste volumes and to minimize impacts to landfill capacities. Identification of "large" waste generators is at the discretion of the City Planning Department.

4. Mitigation Monitoring

Prior to the issuance of building permits, the City Planning Department and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company) shall review and approve site-specific development plans for conformance with the above mitigation measures and receive proper notification from the developer for use of the utilities addressed above.

V. PROJECT ALTERNATIVES

A. NO PROJECT

The No Project Alternative would avoid all of the environmental impacts associated with the proposed project by retaining the site in its existing condition. Impacts from the proposed project, including the loss of biological resources, cumulative increases in air pollutant emissions, flooding, risk from hazardous materials, increased traffic generation, and increased demand for utilities, would be eliminated. This alternative would, at least on a temporary basis, preserve the natural character of the site. Implementation of the No Project Alternative would not preclude future development of the property for industrial uses, but would only delay such development. Under the No Project Alternative, the site would retain its present land use designation of Light Industrial and zoning of M-A (Manufacturing Industrial Aircraft).

Potential impacts of the No Project Alternative could possibly be greater than those of the proposed project if the site were subdivided and developed parcel by parcel. This pattern of development may lack the ability to implement long-range planning principles made possible through implementation of a Specific Plan for the project site.

The No Project Alternative was rejected because it would not provide as many employment opportunities and support services as the proposed Specific Plan. This alternative would also lack the planning and design benefits gained from a comprehensive Specific Plan.

B. REDUCED LAND USE INTENSITY

This alternative has the same allowable land use types as the proposed project; however, the maximum square footage of each land use category has been reduced by 25 percent. As an example, the proposed Specific Plan allows up to 743,650 square feet of business park use; the Reduced Land Use Intensity Alternative would allow a maximum 557,738 square feet of development in this land use category. Potential impacts associated with the Reduced Land Use Intensity Alternative are discussed below for each issue item evaluated in the text of the EIR.

1. Air Quality

Since the proposed project is located in a nonattainment area for ozone and particulates, this alternative would seek to reduce the business park's contribution to air pollutant emissions. Under this alternative, the intensity of land uses would be reduced in order to decrease the number of average daily trips, thereby resulting in a reduction of vehicular emissions produced by automobile trips to and from the project site, and by restricting certain types of businesses which produce stationary sources of air emissions, such as auto body repair/paint shops, dry cleaners, and service stations.

Thus, only 43.45 acres, 4.15 acres, and 28.30 acres would be developed for industrial, commercial, and business park uses, respectively. Accordingly, 25 percent less development would result in 25 percent less ambient air emissions. That is, the construction-related emissions of NO_x and particulates

would now total 183.20 pounds and 514.48 pounds, respectively. Similarly, long-term emissions of reactive organic gases, CO, and NO_x would amount to 701.16 pounds, 8,748.68 pounds, and 509.29 pounds, respectively. Reduced land density alternative still represents a scenario where the resulting emissions exceed their respective thresholds of significance.

However, the 25 percent reduction in available employment opportunities and support services. This could result in increased regional traffic relative to the proposed project as residents of the City of Palmdale would continue to seek employment outside the region. The potential increase in regional traffic would result in increased regional air pollution. This increase would likely be a significant air quality impact on the region.

2. Hydrology

Basically, the same project area would be developed under this alternative. Therefore, on-site drainage and hydrology impacts would be similar to those of the proposed project.

3. Biology

Potential impacts associated with the Reduced Land Use Intensity Alternative would be similar to the proposed project as development would occur in the same area.

4. Noise

The lower intensity of development of this alternative will result in reduced industrial development and local traffic and lower noise levels.

5. Land Use

Land use impacts of the Reduced Land Use Intensity Alternative are anticipated to be similar to those of the proposed project as the allowable land uses and area of development are the same.

6. Risk/Hazardous Materials

Potential impacts from future users of the site would be similar to those of the proposed project as similar land uses would be allowed.

7. Traffic Circulation

This alternative would result in approximately 75 percent of the local traffic generated by the proposed project. However, the 25 percent reduction in density would result in a concurrent reduction in available employment opportunities and support services. This could result in increased regional traffic relative to the proposed project.

8. Emergency Services

The reduced intensity of the development is anticipated to result in a reduced demand for emergency services.

9. Cultural Resources

Impacts to cultural resources would be similar to those of the proposed project as the development area would be the same.

10. Paleontological Resources

Impacts of this alternative would be similar to the proposed project as the identical site would be developed.

11. Utilities

The reduced intensity of this alternative would result in a reduced demand for utilities relative to those anticipated for the proposed project.

The Reduced Land Use Intensity Alternative is not being considered by the applicant because it would not achieve the project goal of creating employment opportunities in the Palmdale area as effectively as the proposed project. Implementation of this alternative may result in less efficient use of prime developable land with good freeway access.

C. ALTERNATIVE SITE LOCATION

The basic objective of the Antelope Valley Business Park Specific Plan is to create a high quality development within which industrial, commercial, and business park facilities can locate. Upon adoption of the Specific Plan, the development standards of the Specific Plan would supersede the current City of Palmdale zoning regulations for the project site.

A search for alternative locations for the proposed project was conducted within the city of Palmdale. Sites of similar or greater size and with the similar light industrial or commercial designation in the General Plan were sought. The alternative site chosen is the Palmdale Trade and Commerce Center Specific Plan project site. This site consists of approximately 750 acres located in western Palmdale and is planned for a variety of business park land uses. The proposed alternative project site is generally bounded by Avenue P to the north, Palmdale Boulevard to the south, future Division Street to the east, and 10th Street West to the west (Figure 16). Potential impacts of the alternative site compared to the project site are discussed below.

1. Air Quality

Increased vehicle travel would significantly increase air emissions in the site vicinity and would be considered a significant individual and cumulative impact upon local and regional air quality. The air quality impacts for the alternative site would be essentially the same as implementation of the proposed project. However, proximity to urbanized areas could help influence public use of alternate travel modes (mass transit, walking, bicycling, etc.).

2. Hydrology/Geology

Implementation of the Palmdale Trade and Commerce Center would not result in any unavoidable adverse impacts related to hydrology or geology. The same conclusion has been made for the proposed project.

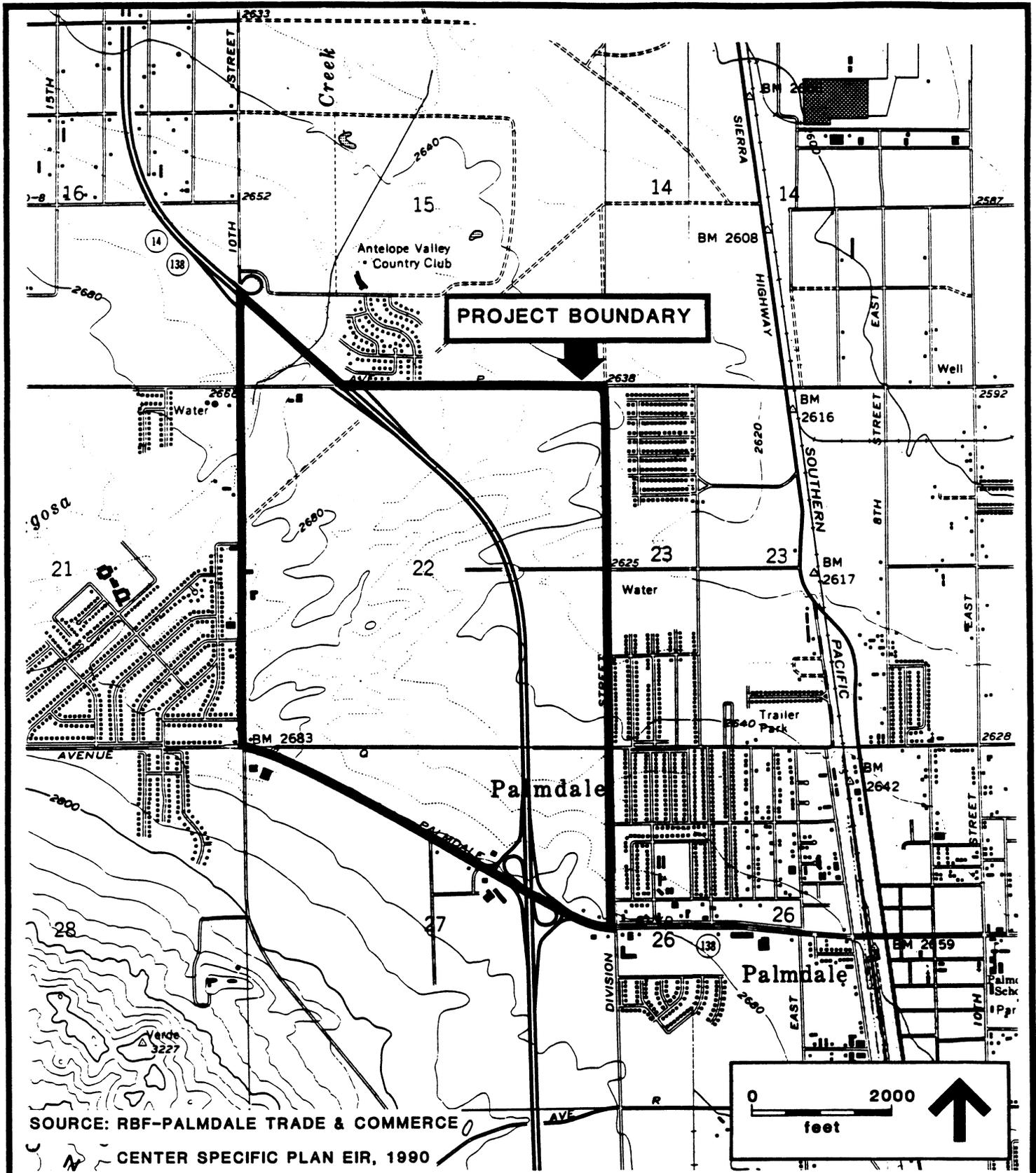


FIGURE 16. ALTERNATIVE SITE LOCATION

3. Biological Resources

As concluded for the proposed project site, with implementation of the mitigation measures, no unavoidable adverse impacts to biological resources are anticipated at the alternative project site.

4. Noise

The alternative site would not be significantly impacted by aircraft noise, which is the dominant external noise source at the project site. However, noise impacts upon surrounding areas (residential) will be significant without establishment of a City-wide assessment district to mitigate project and cumulative noise impacts.

5. Land Use

Implementation of the Palmdale Trade and Commerce Center Specific Plan will result in loss of open space and land use incompatibilities due to development of office, commercial, and public administrative uses adjacent to existing off-site residential uses to the north, west, and east of the site. Implementation of the Antelope Valley Business Park Specific Plan would also result in the loss of open space, but would not adversely impact surrounding land uses.

6. Risk/Hazardous Materials

No adverse public health and safety impacts from the presence of hazardous materials would result from implementation of the Specific Plan at the alternative site after implementation of the required mitigation measures.

7. Traffic and Circulation

Future traffic at the alternative site would result in three intersections operating at LOS E after implementation of all recommended mitigation measures.

8. Public Services and Utilities

Implementation of a Specific Plan at the alternative site would result in a significant increase in local water and sewer service demand, similar to the proposed project site.

9. Cultural and Paleontological Resources

Similar to the proposed project site, potential impacts to cultural and paleontological resources would be avoided through implementation of the recommended mitigation measures.

In conclusion, significant impacts resulting from implementation of a Specific Plan at the alternative site would be similar to those identified for the proposed project site. However, the Palmdale Trade and Commerce Center is an approved project located closer to existing urbanized areas of Palmdale and implementation of the plan would require shorter extensions of public services.

Development at the alternative site would meet the goals of the proposed project and would be considered an environmentally preferred alternative.

D. RESIDENTIAL LAND USE ALTERNATIVE

This alternative involves the development of urban housing at a density of approximately five dwelling units per gross acre. A maximum of 600 dwelling units could be built on the 120-acre site. If this alternative is chosen, the majority of the impacts associated with the proposed project would still be present.

Project-related impacts related to hydrology, biology, cultural resources, and paleontological resources would be similar to those of the proposed project due to the similar grading and site preparation techniques necessary to accommodate a residential community. Land use and planning impacts would be significant as the residential land use would be inconsistent with the light industrial land use designation in the City of Palmdale General Plan for the project site and surrounding area.

Local traffic and air quality impacts would be decreased as 600 units would generate approximately 6,000 average daily trips, which is about 6,200 less trips per day (49.2 percent less) than the proposed project (12,204 ADTs). Thus, it is estimated that, based on average speeds of 35 mph, the 6,000 vehicle trips would generate approximately 474 pounds per day of reactive organic gases, 5,922 pounds per day of CO, and 324 pounds per day of NOx. These emission totals still exceed the thresholds of significance.

Furthermore, regional traffic and related air quality impacts would be greater than the proposed uses proposed in the Specific Plan because of the resultant exacerbation of the jobs/housing imbalance and loss of local employment and service opportunities. Noise impacts to future residents would be significant. Noise barriers and interior noise attenuation measures would likely need to be incorporated into the project.

Although adoption of this alternative would reduce some of the impacts, it was rejected because it would have an adverse impact on the City's jobs/housing imbalance. This alternative would also not achieve the project objective to provide a mix of commercial, industrial, and business park land uses.

E. NATURAL CHANNEL ALTERNATIVE

This alternative involves leaving Amargosa Creek as a natural channel through the project site. As described in the Hydrology section of this EIR, more than one-half the project site is within Zone AO (depth 1) of the Flood Insurance Rate Map. This zone corresponds to the areas of 100-year shallow flooding (average depth 1 foot), usually in the form of sheet flow on sloping terrain. Flood insurance is mandatory in this zone and all buildings would be required to raise their base pads by one foot above the base flood elevations. Construction of the number of buildings as shown in the proposed project would require additional hydrological studies to determine their effect on the floodplain and floodway. It is probable that the project would have to be reduced in square footage and buildable area to avoid adverse impacts to the Amargosa Creek floodplain.

The Amargosa Creek Flood Control Channel improvements are proposed to be constructed as one component of a larger flood control system for Antelope Valley. This system is designed to allow development to occur throughout the region with a reduced risk of flood hazard. The proposed channel improvements within the project site would be a small component of the overall improvements for Amargosa Creek and the valley. A naturalized creek through the project site would not be consistent with current hydrological studies and plans for this area and would require new calculations for the entire system. An EIR for the proposed Amargosa Creek improvements is currently being prepared and will address these issues in detail. The developer has rejected this alternative because it is not consistent with current regional flood control plans and could result in a reduced amount of buildable square footage for the proposed project.

VI. SUMMARY OF ENVIRONMENTAL CONSEQUENCES

A. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IF THE PROJECT IS APPROVED

Development according to the proposed Specific Plan would clearly represent an irreversible change in the land use of the property. A business park would replace the existing Joshua tree woodland habitat on the property. Areas of biological habitat and natural open space would be lost as a result of development. The materials and energy used to construct and maintain the future business park would be permanently committed. In a broader perspective, the City of Palmdale would be committing to provide the necessary services and public facilities to support the new business park for an indefinite period of time.

The decision to accept these changes is influenced by the advantages offered by this particular project, which would include industrial, commercial, and business park facilities, an expansion of the economic base which would provide increased tax revenue to the City of Palmdale, and a diversified employment center which would provide employment opportunities both to local residents and to people seeking to move to the Palmdale area. The mitigation measures incorporated within the project, combined with these benefits, provide justification for implementing the proposed development.

The project would be graded and constructed according to all applicable regulations and standards to avoid accidents that could result in harm to the environment. However, accidents due to natural or human causes can overcome the effectiveness of any feasible mitigation measure. A storm of unprecedented severity, for instance, may overcome reasonable engineering precautions to control erosion and siltation during construction. Human error or equipment failure also contains a potential to damage environmental resources in the project area in some unforeseen way. For most such accidents, there would most likely be some potential for at least a partial correction of adverse effects. The proposed project will be required to adhere to the regulation of state and local construction codes. There is nothing to suggest that the proposed project would present any features that would increase the risk of environmental mishap over the risk ordinarily encountered in any such project.

Approval of the proposed project would cause irreversible environmental changes. Implementation of the proposed project would result in the following additional significant environmental changes:

- Increased requirements for public services and utilities by the project's tenants and patrons representing a permanent commitment of these resources.
- Incremental increases in traffic levels in the surrounding circulation system, resulting in associated increases in noise levels and incremental degradation of local air quality.

B. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The basic land use transition that the proposed project represents is typical of the land use pattern in this portion of Los Angeles County. As the population grows, residential and commercial land uses expand outward from urban centers to occupy land formerly used for grazing or agricultural activities. The city of Palmdale provides an urbanized center along a major transportation route and is, therefore, one of the areas where this type of population growth is expected. From an environmental viewpoint, the change in land use involves the permanent loss of certain resources--biological habitat, open space, views, and the energy and materials necessary to sustain the development. In return, the economic base is expanded and diversified, public improvements are completed to provide services and utilities, and the tax benefits and employment opportunities of a well-planned business park accrue to its residents and the city at large.

The proposed project site is vacant and is characterized by Joshua tree woodland. Although loss of the woodland represents a cumulative impact to this type of habitat, the project proponent proposes to mitigate this impact by implementing a Joshua tree preservation plan as outlined under the Palmdale Native Desert Vegetation Draft Ordinance. Accordingly, the project would utilize up to 242 Joshua trees as on-site landscape elements. Project-related biological impacts are discussed in more detail in the Biological Resources section of the EIR.

The short-term effects of project implementation are those associated with the construction of the project and the provision of emergency services. Construction would affect the immediate area in the form of noise, vehicular emissions, and airborne particles (dust). Increased demand on existing fire and police services may be affected in the short-term by site development. However, these impacts are considered temporary and except for air quality and emergency services effects, can be mitigated to a less than significant level.

The long-term effects of project implementation would be the conversion of approximately 120 acres of undeveloped land to business park use. This land use conversion is consistent with both the North Los Angeles County General Plan (1975) and the draft City of Palmdale General Plan (1990), which have designated the project site for manufacturing/industrial uses. However, development of the project site would result in increased traffic volumes; a further degradation in regional air quality; additional noise created by both project-related traffic and potential industrial uses within the business park; and an incremental increase in demands on public services and utilities.

A goal of the City of Palmdale General Plan (City of Palmdale 1985) is to correct the existing job/housing imbalance within the area. This imbalance has occurred as a result of affordable housing having been constructed in an area which is not in close proximity to employment centers. Implementation of the proposed project would enable the local economy to diversify its employment base, thereby providing more employment opportunity within the local community. The beneficial effects of the proposed project would be shorter commute times for local residents, resulting in decreased regional air emissions, and an increased tax base for the City of Palmdale with which to pay for government services.

C. CUMULATIVE IMPACTS

This section has been included in the EIR to address the cumulative impacts associated with projects currently approved and proposed in the vicinity of the proposed Antelope Valley Business Park Specific Plan. In accordance with CEQA Guidelines Section 15130, cumulative impacts shall be discussed when they are significant. This discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great a detail as is provided for the effects attributable to the project alone. The discussions should be guided by the standards of practicality and reasonableness. The following elements are necessary in an adequate discussion of cumulative impacts:

1. Either:
 - a. A list of relevant past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside control of the agency, or
 - b. A summary of the expected environmental effects in an adopted General Plan or related planning document which is designed to evaluate regional or area-wide conditions.
2. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.
3. A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable options for mitigation or avoiding any significant cumulative effects of the project.
4. With some projects, the only feasible mitigation for cumulative impacts may involve adoption of ordinance or regulations rather than the imposition of conditions on a project-by-project basis.

Table 1516 provides a list of proposed projects within a three-mile radius that are expected to contribute to cumulative impacts in the project area (from City of Palmdale and City of Lancaster files). The following is a discussion of cumulative impacts. Information pertaining to the cumulative impact discussion are based on the traffic study included as Appendix H of this EIR. Cumulative impact data is also available in the City of Palmdale Draft General Plan.

1. Air Quality

The proposed project will, in conjunction with other proposed or approved projects, have a significant air quality impact due to increased vehicular trips and fossil fuel consumption. The impacts would be mitigated individually through requiring each project to include transportation demand management strategies to reduce the number of vehicular trips. These trip reduction plans include measures such as carpools, vanpools, and bus transportation, ~~and contributions to the City's air quality impact fee.~~ Potential air pollution generators on-site may also result in local cumulative emission impacts. These impacts are anticipated to be reduced but not

**TABLE 16
SUMMARY OF CUMULATIVE PROJECTS**

Projects Within One Mile Radius	Building Area	Location	Use	ADT
SPC9-89-14	42,000 s.f.	Southeast corner of Avenue M-8 and Sierra Highway	Industrial	293
45282*	307,336 s.f.	Northeast corner of Avenue N and 10th Street West	Industrial/ Commercial	1,070
PM 13213*	123,726 s.f.	Southeast sector of Avenue M and 10th Street West	Industrial/ Commercial	750
47767	46,000 s.f.	North of Avenue N, east of the Antelope Valley Freeway	Industrial	320
SPRC3-89-13	16,500 s.f.	Southeast of Avenue M-8 and 10th Street West	Office/ Warehouse	205
88-12	33,000 s.f.	Southeast corner of Avenue L and 10th Street West	Office	410
88-10	17,800 s.f.	South of Avenue L and east of Antelope Valley Freeway	Industrial	125
89-63	31,400 s.f.	East of Antelope Valley Freeway between Avenues L and M	Office	390
88-44	39,600 s.f.	East of Antelope Valley Freeway between Avenues L and M	Office/ Industrial	492

*Partially developed.

~~eliminated mitigated~~--by complying with South Coast Air Quality Management District "Rules and Regulations" and by following City General Plan land use designations.

2. Hydrology

Future development within the project area will increase impervious surfaces. This will result in a reduction of groundwater recharge and an increase in the potential for flooding in the area. Development within the project area will cause cumulative hydrology impacts in that the drainage pattern and flow rates will be altered in the project vicinity. The City's Drainage Master Plan includes the formation of an assessment district to finance improvements to Amargosa Creek, which passes through the eastern portion of the project site. Implementation of these improvements, plus other on-site drainage improvements, will assist in alleviating cumulative impacts of development in the vicinity of the proposed project area on drainage to a level of insignificance.

3. Biological Resources

Implementation of the proposed project and other projects in the area will result in the incremental loss of regional biological resources, mainly Joshua tree woodland. These impacts could be mitigated on a project-by-project basis by restoration and enhancement of the existing rare and endangered plant communities. However, the cumulative loss of natural resources is considered to be significant.

4. Noise

The noise section of this EIR, Section IV.D, provides a cumulative noise analysis based on the projected ultimate traffic volumes. Future noise levels generated by traffic on external roadways and aircraft from Plant 42 would range from 74 dB L_{dn} in the southeast section of the property to 75-78 dB L_{dn} in the northwest corner of the property. Cumulative noise will be mitigated by each project providing adequate on-site noise attenuation measures.

5. Land Use

Implementation of the proposed project combined with other approved or proposed projects would result in a cumulative impact to the character of the area, which is transitioning from a rural to a more urbanized environment. Increasing urbanization will result in cumulative land use impacts such as loss of open space, increased traffic and noise, and increased human activity. ~~Cumulative land use impacts are effectively mitigated through the adoption of regional open space and park programs.~~

6. Risk/Hazardous Materials

Cumulative development may result in the introduction of businesses that could store or use hazardous materials. Additionally, development of the project vicinity would have the potential for identification of hazardous material locations which could require clean-up and disposal. Compliance with local, state, and federal regulations regarding hazardous materials as well as

the proposed Palmdale Hazardous Waste Management Plan will reduce these risks to a level less than significant.

7. Traffic and Circulation

The proposed project and other projects in the area will incrementally increase local traffic volumes. The project's contribution to local cumulative traffic impacts is considered significant. In general, the traffic report, Appendix H of this EIR, concluded that the level of service for the unsignalized intersections of Avenue M-4/10th Street West and Avenue M-8/10th Street West are now below acceptable level "C" and would be worsened by the addition of this project and other developments in the future. These cumulative traffic impacts are to be mitigated by individual projects contributing their fair share toward construction of ultimate road configurations adjacent to their properties as provided in the City of Palmdale's Circulation Element. Projects may also be required to provide additional improvements for non-adjacent roadways and freeway interchanges.

8. Emergency Services

Cumulative impacts resulting from the proposed project and other projects in the area may result in increased demands upon existing fire and police services. Assessment fees and taxes required of developers and future occupants are expected to ultimately reduce these impacts to less than significant levels; however, short-term significant impacts to these services may occur.

9. Cultural Resources/Paleontological Resources

Development of the proposed project and other projects in the region may result in cumulative impacts to cultural and paleontological resources if not properly monitored and mitigated. These potential impacts can be mitigated on an individual project basis through requiring archaeological and paleontological surveys where potential for these resources exists, and by requiring field monitoring during grading activities.

10. Utilities

Development in the region may result in an increased demand upon utilities. Significant cumulative impacts may result in areas of water supply, sewage treatment capacity, and solid waste disposal, due to growth and the limited nature of these resources. Assessment fees and taxes required of developers and future occupants are expected to mitigate the impacts to water and sewer to a level less than significant. In addition, cumulative solid waste impacts are reduced to a level of insignificance by the expansion in capacity recently approved for the Palmdale landfill by the Los Angeles County Regional Planning Commission.

VII. EFFECTS FOUND NOT TO BE SIGNIFICANT

The City of Palmdale conducted an Initial Study on November 21, 1990, to determine the significant effects of the proposed project and the scope of the EIR. In the course of the evaluation, certain aspects of the project were found to be less than significant. These impacts were determined to be less than significant due to the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type.

In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impact areas marked "no" on the Initial Study, indicating that the potential effect is considered less than significant. Impact areas marked as "maybe" or "yes" on the Initial Study are adequately examined in the appropriate section of the EIR.

A. Earth

A.10 Are any faults located on the project site? No.

The Geosoils, Inc., report indicated no faults on the project site.

H. Land Use

H.2 Are adjoining or planned land uses greatly different than that of the proposed project, so that a substantial or potentially substantial interface problem would be created? No.

Planned and existing land uses adjoining the project site are commercial and industrial.

I. Risk

I.2 Is the project in the airport potential crash zone? No.

I.3 Is the project within or adjacent to a high fire hazard area as defined by the Palmdale Community Plan? No.

J. Housing

J.1 Will the project result in the displacement of people from the existing site? No, the site is vacant.

M. Transportation and Circulation

M.5 Does circulation within the development provide an unacceptable level of safety required for the orderly flow of people and their vehicles?

The proposed Specific Plan was designed to conform to all City of Palmdale standards and regulations regarding circulation system design and safety.

M.6 Will the project create or experience access problems as designed?

No access problems were identified during the initial review of the project.

O. Aesthetics

O.1 Is a major ridgeline or hillside area which is visible from the valley floor involved in the project? No.

O.2 Will the proposal result in the creation of an aesthetically negative site open to public view or obstruction of any significant view vista?

No, the site and surrounding area is relatively flat and offers no significant view vista.

VIII. EIR PREPARATION

This EIR was prepared by RECON (Regional Environmental Consultants) of 7460 Mission Valley Road, San Diego, California, 92108, under the direction of Jerry Hittleman.

The following persons participated in the preparation of this report:

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ATTACHMENT 1:

COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS



South Coast
AIR QUALITY MANAGEMENT DISTRICT

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

Comment No. 1



December 19, 1991

Mr. Robert Stanley
City of Palmdale
38306 9th Street East
Palmdale, CA 93550

Dear Mr. Stanley:

Re: Comments on the Draft Environmental Impact Report for Antelope Valley Business Park Specific Plan

SCAQMD# LAC911106-01

The South Coast Air Quality Management District (SCAQMD) has reviewed the Draft Environmental Impact Report (Draft EIR) for the Antelope Valley Business Park Specific Plan. Based on our analysis, SCAQMD concludes this project will generate significant construction and operation-related adverse air quality impacts. The proposed project presents significant air quality impacts due to its size, location, and character. The impact analysis contained in the Draft EIR does not adequately address these adverse air quality concerns.

SCAQMD is responsible for adopting, implementing, and enforcing air quality regulations in the Los Angeles County portion of the Southeast Desert Air Basin (SEDAB). SCAQMD reviews and analyzes environmental documents for projects that may generate significant adverse air quality impacts. In this capacity, SCAQMD advises the lead agency. SCAQMD's comments are intended to advise the City of Palmdale in addressing and mitigating the potential adverse air quality impacts caused by the project. A detailed discussion of SCAQMD's analysis is contained in the attached Staff Assessment.

Mr. Robert Stanley

-2-

December 19, 1991

SCAQMD appreciates the opportunity to comment on the Draft EIR for the proposed Antelope Valley Business Park Specific Plan. A response to our comments prior to the public hearing would be appreciated. If you have any questions regarding our comments, please contact Connie Day, Program Supervisor, at (714) 396-3055.

Sincerely,



Cindy S. Greenwald
Planning Manager

CSG:CAD:GB

Attachments

**SCAQMD STAFF ASSESSMENT
OF
ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN**

Project Description and Location

The Antelope Valley Business Park proposes to develop a 120 acre specific plan which will include 58 acres of industrial uses, 37 acres of business park, and 5 acres of commercial. The types of permitted activities would include manufacturing and assembly, wholesale storage and distribution, and commercial uses, such as professional offices, business support services, and eating and drinking establishments. The project site is located in the City of Palmdale, in the northern portion of Los Angeles County.

Air Quality Setting

SCAQMD maintains several air quality monitoring stations in the South Coast Air Basin. The designated monitoring station for the proposed project area is the Lancaster Air Monitoring Station. The Draft EIR analyzed air quality data from the Lancaster station for the years 1985 through 1989. This air quality information lacks the most current 1990 data. A summary of the most current ambient air quality data must be utilized. A copy of this data is attached for your convenience.

- a According to the latest air quality data collected at the Lancaster station, the area exceeded state and federal ozone standards on 52 and 7 days, respectively. PM₁₀, which consists of fine particles with an aerodynamic diameter of 10 microns or less, exceeded state and federal standards 37.9 and 3.4 percent of days sampled, respectively. Of the samples monitored, carbon monoxide and nitrogen dioxide levels did not exceed state or federal standards.

Construction Related Air Quality Impacts

The Draft EIR defines air quality impacts resulting from construction activities as short-term. The Draft EIR identified air quality impacts from fugitive dust, the exhaust emissions from the construction crew's motor vehicles and construction equipment. The Draft EIR has considered a reasonable mix of equipment which may be found on site during grading. Average daily exhaust emissions from construction equipment are estimated in the Draft EIR to be 72 pounds of carbon monoxide (CO), 239 pounds of oxides of nitrogen (NO_x), 13 pounds of hydrocarbons (HC), and 19 pounds of particulates.

- b The Draft EIR estimates the grading to occur in two phases over a four month period generating approximately 4.8 tons of fugitive dust emissions (particulates). This estimate is based on an average dust emission factor of 110 pounds per acre a day. However, it should be noted the actual emissions will not be averaged out over the four month time period. Typically, site preparation activities such as grading for one phase or area of development will occur, and then no grading will occur for several days or months until work on the next development phase or area is initiated. A reasonable assumption is that grading may occur 25 percent of the time over the development life of the project. That results in fewer days of grading

activities, with acute particulate emissions generated during site preparation activities. Utilizing the assumption that grading occurs on only 25 percent of the construction time, the average dust emission factor for this project would be based on 4 acres per day generating approximately 440 pounds of fugitive dust emissions per day.

c Exhaust emissions from construction equipment and the motor vehicles of the construction crew should be combined and tabulated with the fugitive dust emissions from grading and shown as the emission totals for construction related air quality impacts. SCAQMD estimates the combined average daily emissions for construction related air quality impacts to be 304 pounds of carbon monoxide (CO), 257 pounds of oxides of nitrogen (NOx), 35 pounds of hydrocarbons (HC), and 459 pounds of particulates. SCAQMD daily thresholds of significance are 550 pounds d for CO, 100 pounds for NOx, 75 pounds for HC, and 150 pounds for particulates. Emissions of NOx and particulates will exceed the threshold of significance.

Despite the significant emission figures the Draft EIR concludes on page 43, "The temporary nature of the construction activities and the fact that the vehicles are subject to exhaust controls required by both the EPA and CARB (which would limit any emissions to relatively small volumes) would reduce these emissions to levels below significance." The District disagrees with that position. If the emissions from the construction related activities exceeds SCAQMD daily thresholds of significance on any given day, the air quality impacts would be significant. Given the emissions estimates identified above, the related construction air quality impacts of this project will be significant. Specific mitigation measures are required to reduce e construction related air quality impacts. Attachment 2 identifies feasible and appropriate mitigation measures to reduce construction related air quality impacts. All applicable mitigation measures must be employed to reduce emissions to a level at or below insignificance if possible.

Operation Related Air Quality Impacts

f The Draft EIR indicates that operational or long-term air quality impacts at the project site will occur from both stationary and mobile emission sources. The primary source of stationary emissions will be the combustion of natural gas and use of electricity. The Draft EIR adequately addressed the emissions from the use of electricity and the combustion of natural gas. The District's Significance thresholds are stated in terms of in pounds of emissions per day. The Draft EIR has identified pounds of emissions per year. It would be preferable for the Final EIR to represent the emissions in pounds per day.

g The proposed project involves the development of approximately 120 acres of commercial, industrial and business park land uses. Based on the planned land uses listed in the Draft EIR potential permitted "point sources" on site could include automotive paint shop, a gas station, dry cleaning, eating, and printing establishments. The Draft EIR did not quantify these emissions because it is not known at this time what land uses would be on site. However, these point sources would be the source of reactive organic gases and particulates. A Specific Plan is similar in nature to a General Plan in that it would not be known at the time of adoption exactly what type of land uses would be on individual sites. Recognizing the uncertainty inherent in a Specific Plan, the District recommends that the attached mitigation measures be incorporated into the Specific Plan as development regulations. Further, applicable control measures contained in the 1991 Air Quality

h Management Plan (AQMP) should also be considered as development regulations. The inclusion of the control and mitigation measures is an effort to minimize to the greatest extent feasible the potential air quality impacts attributable to a fully developed project. To ensure the Antelope Valley Business Park maintains high air quality standards, the Draft EIR could require all applicable, reasonably appropriate, and feasible mitigation and control measures to be included in the development regulation section of the Final Specific Plan.

i Mobile sources will represent a large source of emissions due to increased vehicular traffic. The project will generate 12,204 average daily trips or 244,080 vehicle miles traveled at build-out. Several pollutants are directly emitted from motor vehicles including CO, NOx, reactive organic gases (ROG), and PM10. The Draft EIR has adequately evaluated and identified the estimated emissions from mobile sources as being a potentially significant impact.

j The Draft EIR's (Table 11) total daily emissions of all sources, CO, NOx, ROG, SOx and particulates are stated in terms of tons per year. These emissions would be more appropriately illustrated in pounds per day. The table clearly shows that ROG, CO, and NOx emissions from the project will substantially exceed the "significant threshold criteria" established by SCAQMD. Specifically, daily emissions of ROG, CO, and NOx, are estimated to be 934 pounds, 11,665 pounds, and 679 pounds, respectively, all of which are well in excess of SCAQMD daily thresholds of significance.

k Consequently, mitigation measures are required to reduce operational air quality impacts. While some mitigation measures were identified in the Draft EIR, others also are feasible and must also be included where possible (see Attachment 2).

Cumulative Impacts

l The Final EIR should quantify the collective or combined effect of both the project in question and other nearby projects. Analyzing the collective or combined effects will help identify the appropriate mitigation measures for cumulative impacts. Again, while the Draft EIR identified some mitigation measures, other are feasible and should be included (see Attachment 2).

Project Alternatives

m Because the SEDAB is a nonattainment area for certain criteria air pollutants, any alternative which reduces air quality impacts should be given due consideration. The alternatives for this project are assumed to have less adverse air quality impacts when compared to the proposal. However, impacts from these alternatives were not quantified. Further analysis or considerations should be given to the alternatives which clearly have less adverse air quality impacts to justify selecting the project in light of a less intrusive alternative.

Conclusion

SCAQMD staff concludes the impact analysis contained in the Draft EIR does not adequately address project-related air quality issues. The emission levels identified in the Draft EIR indicate that development under the Antelope Valley Business Park Specific Plan could generate significant construction and operation-related adverse air quality impacts.

Before the EIR is certified, additional analysis of air quality issues must be prepared and presented. SCAQMD staff recommends the following:

- n The quantification and inclusion of the exhaust emissions from grading equipment in the total construction related emissions.**
- o The representation of emission factors for all tables in pounds per day.**
- p The analysis and quantification of cumulative impacts and project alternatives.**
- q The quantification and mitigation for potential reactive organic gases and particulates based on a land use scenario.**

r The City of Palmdale should consider all mitigation measures identified in the Draft EIR, this assessment, and all other mitigation measures that are subsequently identified. The Final EIR should then discuss which mitigation measures will be implemented, by whom, and determine the level of emissions which will remain. Mitigation monitoring procedures and/or techniques must be discussed and provided in the Final EIR to ensure that these measures can and will actually be implemented.

**1990 AIR QUALITY DATA
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

Source/monitor Area No.	Location of Air Monitoring Station	Carbon Monoxide			Ozone			Nitrogen Dioxide			Sulfur Dioxide			Visibility	Days with Meeting State Standard		
		Max. Conc. in PPM 1-hour	Max. Conc. in PPM 8-hr.	No. Days Exceeded Federal Standard 1-hr. 8-hr.	Max. Conc. in PPM 1-hour	No. Days Exceeded Federal Standard 1-hour	Max. Conc. in PPM 1-hour	Average Compared to Federal Standard (b) in PPM 1-hour	No. Days Std. Excd. > .25 PPM 1-hour	Max. Conc. in PPM 1-hour	Average Compared to Federal Standard (b) in PPM 24-hr.	No. Days Std. Excd. > .25 PPM 24-hr.	Location				
1	Los Angeles	13	9.9	1	0	1	0	.26	.0467	0	3	.02	.013	.0017	0	0/0	154
2	V. Los Angeles	15	8.0	0	0	0	0	.16	.0324	0	0	.02	.009	.0021	0	0/0	International
3	Northridge	19	12.7	10	0	11	0	.18	.0339	0	0	.31	.035	.0035	0	1/0	Long Beach
4	Long Beach	11	9.1	0	0	1	0	.12	.0393	0	1	.05	.013	.0031	0	0/0	ALBERT
5	Whittier	12	9.0	0	0	0	0	.12	.0528	0	0	.04	.009	.0016	0	0/0	ALBERT
6	Redondo	19	14.9	10	0	11	0	.19	.0348	0	0	.02	.018	.0015	0	0/0	Burbank Airport
7	Burbank	16	13.0	0	0	0	0	.20	.0479	0	0	.02	.011	.0018	0	0/0	Burbank Airport
8	Pasadena	16	10.0	1	0	1	0	.26	.0474	0	0	.02	.008	.0015	0	0/0	William J. Fox Airport (Lancaster)
9	Alhambra	7	5.1	0	0	0	0	.23	.0410	0	0	.03	.008	.0011	0	0/0	William J. Fox Airport (Lancaster)
10	Pomona	13	7.5	0	0	0	0	.24	.0377	0	0	.04	.004	.0009	0	0/0	William J. Fox Airport (Lancaster)
11	Pico Rivera	13	9.4	1	0	1	0	.19	.0555	3.7	0	.04	.014	.0043	0	0/0	William J. Fox Airport (Lancaster)
12	Lynwood	24	16.8	42	0	44	7	.15	.0408	0	1	.26	.012	.0033	0	0/0	William J. Fox Airport (Lancaster)
13	Santa Clarita	11	4.6	0	0	0	0	.23	.0316	0	0	.01	.004	.0009	0	0/0	William J. Fox Airport (Lancaster)
14	Lancaster (1)	11	8.3	0	0	0	0	.15	.0308	0	0	.09	.009	.0011	0	0/0	William J. Fox Airport (Lancaster)
15	Lancaster (2)	11	8.3	0	0	0	0	.15	.0308	0	0	.09	.009	.0011	0	0/0	William J. Fox Airport (Lancaster)
16	La Habra	19	9.4	2	0	2	0	.21	.0447	0	0	.03	.007	.0011	0	0/0	William J. Fox Airport (Lancaster)
17	Anaheim	17	11.7	1	0	1	0	.18	.0469	0	0	.02	.009	.0018	0	0/0	William J. Fox Airport (Lancaster)
18	Costa Mesa	13	10.7	4	0	5	0	.15	.0272	0	0	.02	.008	.0007	0	0/0	William J. Fox Airport (Lancaster)
19	El Cerrito	9	5.6	0	0	0	0	.19	.0272	0	0	.02	.008	.0007	0	0/0	William J. Fox Airport (Lancaster)
20	Merced	9	5.6	0	0	0	0	.19	.0272	0	0	.02	.008	.0007	0	0/0	William J. Fox Airport (Lancaster)
21	Redlands	10	6.3	0	0	0	0	.29	.0354	0	0	.03	.005	.0003	0	0/0	William J. Fox Airport (Lancaster)
22	Subdiv	15	7.3	0	0	0	0	.19	.0282	0	0	.11	.004	.0009	0	0/0	William J. Fox Airport (Lancaster)
23	Riverside	15	7.3	0	0	0	0	.19	.0282	0	0	.11	.004	.0009	0	0/0	William J. Fox Airport (Lancaster)
24	Perris	11	4.6	0	0	0	0	.19	.0282	0	0	.11	.004	.0009	0	0/0	William J. Fox Airport (Lancaster)
25	La Habra	11	4.6	0	0	0	0	.19	.0282	0	0	.11	.004	.0009	0	0/0	William J. Fox Airport (Lancaster)
26	Monte	11	4.6	0	0	0	0	.19	.0282	0	0	.11	.004	.0009	0	0/0	William J. Fox Airport (Lancaster)
27	Banning	5	2.3	0	0	0	0	.17	.0206	0	0	.09	.006	.0012	0	0/0	William J. Fox Airport (Lancaster)
28	Palm Springs	5	2.3	0	0	0	0	.17	.0206	0	0	.09	.006	.0012	0	0/0	William J. Fox Airport (Lancaster)
29	Indio	11	4.6	0	0	0	0	.16	.0411	0	0	.01	.004	.0012	0	0/0	William J. Fox Airport (Lancaster)
30	Indio	11	4.6	0	0	0	0	.16	.0411	0	0	.01	.004	.0012	0	0/0	William J. Fox Airport (Lancaster)
31	Ontario	9	6.6	0	0	0	0	.29	.0411	0	0	.01	.004	.0012	0	0/0	William J. Fox Airport (Lancaster)
32	Ontario	6	4.9	0	0	0	0	.27	.0393	0	0	.01	.003	.0001	0	0/0	William J. Fox Airport (Lancaster)
33	Fontana	6	4.9	0	0	0	0	.27	.0393	0	0	.01	.003	.0001	0	0/0	William J. Fox Airport (Lancaster)
34	San Bernardino	9	6.0	0	0	0	0	.29	.0343	0	0	.01	.001	.0001	0	0/0	William J. Fox Airport (Lancaster)
35	Redlands	11	4.6	0	0	0	0	.30	.0343	0	0	.01	.001	.0001	0	0/0	William J. Fox Airport (Lancaster)
36	Corning	11	4.6	0	0	0	0	.33	.0343	0	0	.01	.001	.0001	0	0/0	William J. Fox Airport (Lancaster)
37	Corning	11	4.6	0	0	0	0	.33	.0343	0	0	.01	.001	.0001	0	0/0	William J. Fox Airport (Lancaster)

a - Less than 12 full months of data. Monitoring discontinued.
 PM - Parts by volume per million parts of air.
 AM - Annual Arithmetic Mean.
 PM - Pollutant not monitored.
 a) - The federal standard is annual arithmetic mean AQI greater than 0.054 PPM.
 b) - The federal standard is annual arithmetic mean AQI greater than 80 ug/m3 (0.03 PPM). No location exceeded the standard in 1990.
 c) - The other federal standards (3-hour average > 0.50 PPM; AM > 0.03 PPM) were not exceeded.
 d) - Twenty-four hour average AQI > 0.05 PPM with 1-hour AQI > 0.10 PPM, or with 24-hour AQI > 100 ug/m3.
 e) - Visibility data are comparable to previous state standard. Visibility standard is less than 10 miles for hours with relative humidity > 90%. The current standard is expected to begin in 1991.



**SOUTH COAST
AIR QUALITY MANAGEMENT DISTRICT
9150 Flair Drive
El Monte, CA 91731**

**1990 AIR QUALITY DATA
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

Source/ Receptor Area No.	Location of Air Monitoring Station	Suspended Particulates (PM10) ^(a)				Particulates (TSP) ^(b)			Lead ^(c)		Sulfate ^(d)		
		No. of Samples	Max. Conc. In ug/m ³ 24-Hour	Federal >150 ug/m ³ 24-Hour	State >50 ug/m ³ 24-Hour	Annual Average ⁽¹⁾ AMN Conc. ug/m ³	AMN Conc. ug/m ³	AGN Conc. ug/m ³	Max. Conc. In ug/m ³ 24-Hr.	Number of Samples	Max. Conc. In ug/m ³ 24-Hr.	AGN Conc. ug/m ³	Max. Conc. In ug/m ³ 24-Hr.
1	Los Angeles	60	152	1(1.7)	31(51.7)	53.2	48.3	98.7	0.09	0.09	0	25.3	1(1.7)
2	U. Los Angeles	MM	MM	MM	MM	MM	MM	62.1	MM	MM	MM	24.8	0
3	Northridge	60	127	0	17(28.3)	41.2	37.6	73.8	0.06	0.06	0	24.8	0
4	Long Beach	58	119	0	14(24.1)	44.3	40.6	81.9	0.09	0.07	0	22.6	0
5	Whittier	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
6	Redondo	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
7	Burbank	60	161	1(1.7)	28(46.7)	52.3	47.6	89.2	0.08	0.07	0	25.9	1(1.7)
8	Pasadena	MM	MM	MM	MM	MM	MM	69.5	MM	MM	MM	28.4	1(1.8)
9	Alhambra	60	127	0	30(50.8)	54.9	47.9	104.4	MM	MM	MM	16.0	0
10	Glendale	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
11	Pomona	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
12	Pico Rivera	MM	MM	MM	MM	MM	MM	92.9	0.13	0.11	0	21.1	0
13	Lynwood	MM	MM	MM	MM	MM	MM	102.2	0.14	0.11	0	28.1	1(1.7)
14	Santa Clarita	57	93	0	15(26.3)	43.3	38.6	MM	MM	MM	MM	MM	MM
15	Lancaster (Lancaster)	58	342	2(3.5)	22(37.8)	52.9	43.8	78.9 ⁽²⁾	MM	MM	MM	6.0 ⁽²⁾	0 ⁽²⁾
16	La Habra	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
17	Arbuckle	59	158	1(1.7)	20(33.9)	49.1	43.1	91.3	0.10	0.06	0	18.3	0
18	Los Alamitos	MM	MM	MM	MM	MM	MM	103.4	MM	MM	MM	16.8	0
19	Costa Mesa	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
20	Fullerton	55	88	0	16(29.1)	43.1	39.7	78.2 ⁽²⁾	MM	MM	MM	13.4 ⁽²⁾	0 ⁽²⁾
21	Mercer	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
22	Rubidoux	61	207	3(4.9)	44(75.4)	78.4	64.9	110.1	0.08	0.05	0	19.9	0
23	Riverside	MM	MM	MM	MM	MM	MM	96.8	0.08	0.05	0	19.3	0
24	Perrie	61	250	3(4.9)	32(52.5)	58.9	49.6	71.6 ⁽²⁾	MM	MM	MM	12.9 ⁽²⁾	0 ⁽²⁾
25	Lake Elsinore	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
26	Hemet	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
27	Banning	54	89	0	11(20.4)	35.4	29.4	64.4 ⁽²⁾	MM	MM	MM	8.6 ⁽²⁾	0 ⁽²⁾
28	Palm Springs	59	83	0	9(15.3)	34.5	30.5	57.4 ⁽²⁾	MM	MM	MM	5.6 ⁽²⁾	0 ⁽²⁾
29	Indio	59	528	5(6.8)	51(89.5)	79.3	64.9	130.5 ⁽²⁾	MM	MM	MM	7.0 ⁽²⁾	0 ⁽²⁾
30	Upland	MM	MM	MM	MM	MM	MM	93.8	0.07	0.05	0	18.7	0
31	Ontario	59	185	4(6.8)	37(62.7)	71.7	61.0	243 ⁽²⁾	MM	MM	MM	19.9 ⁽²⁾	0 ⁽²⁾
32	Fontana	59	475	3(5.1)	43(72.8)	77.6	62.7	115.6 ⁽²⁾	MM	MM	MM	18.3	0
33	San Bernardino	60	235	2(3.3)	35(58.3)	65.0	54.8	100.9	0.07	0.05	0	17.3	0
34	Redlands	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM	MM
35	Crestline	59	88	0	11(18.6)	36.6	31.1	56.7 ⁽²⁾	MM	MM	MM	6.6 ⁽²⁾	0 ⁽²⁾

⁽¹⁾ - Less than 12 full months of data. Monitoring discontinued.

ug/m³ - Micrograms per cubic meter of air.

AGN - Annual Geometric Mean.

⁽²⁾ - PM10 suspended particulates samples were collected every 6 days using the size-selective inlet high volume sampler with quartz filter media (PM10 refers to fine particles with aerodynamic diameter of 10 micrometers or less).

⁽³⁾ - Total suspended particulates, lead, and sulfate were determined by PM10 standard, July 1, 1987.

⁽⁴⁾ - Total suspended particulates, lead, and sulfate were determined by PM10 standard, July 1, 1987.

ATTACHMENT 2

POTENTIAL MITIGATION MEASURES ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN

Minimize Construction Activity Emissions:

- o Water site and clean equipment in the morning and evening.
- o Spread soil binders on site, unpaved roads and parking areas.
- o Apply District approved chemical soil stabilizers according to manufacturers specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours).
- o Implement or contribute to an urban tree planting program to off-set the loss of existing trees at the construction site.
- o Employ construction activity management techniques, such as: extending the construction period; reducing the number of pieces of equipment used simultaneously; increasing the distance between the emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak-hours.
- o Pave construction roads, and sweep streets if silt is carried over to adjacent public thoroughfares.
- o Require a phased-schedule for construction activities to minimize emissions.
- o Suspend all grading operations when wind speeds measures as instantaneous gusts, exceed 25 miles per hour.
- o Wash off trucks leaving the site.
- o Maintain construction equipment engines by keeping them tuned.
- o Use low sulfur fuel for stationary construction equipment.
- o Utilize existing power sources (i.e., power poles) or clean fuels generator rather than temporary power generators.
- o Use low emission on-site stationary equipment (i.e., clean fuels).

Reduce Construction-Related Traffic Congestion:

- o Configure construction parking to minimize traffic interference.
- o Minimize obstruction of through-traffic lanes.
- o Provide a flagperson to guide traffic properly and ensure safety at construction sites.
- o Schedule operations affecting traffic for off-peak hours.
- o Develop a traffic plan to minimize traffic flow interference from construction activities. Plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.

Limit Emissions From Vehicle Trips:

- o Promote Transportation Management Associations (TMAs).
- o Establish telecommuting programs, alternative work schedules, and satellite work centers.
- o Schedule goods movements for off-peak traffic hours.
- o Provide local shuttle and regional transit systems and transit shelters.
- o Provide bicycle lanes, storage areas, and amenities, and ensure efficient parking management.
- o Synchronize traffic signals.

- o Provide dedicated turn lanes as appropriate.
- o Provide preferential parking to high occupancy vehicles and shuttle services; and charge parking lot fees to low occupancy vehicles.
- o Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.
- o Provide dedicated parking spaces with electrical outlets for electric vehicles.

Minimize Indirect-Source Emissions:

- o Implement energy conservation measures beyond state and local requirements.
- o Install energy-efficient street lighting.
- o Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.
- o Provide incentives for solid waste recycling.

Minimize Building Energy Requirements:

- o Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors.
- o Introduce window glazing, wall insulation, and efficient ventilation methods.
- o Introduce efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces and boiler units.
- o Incorporate appropriate passive solar design, and solar heaters.
- o Use devices that minimize the combustion of fossil fuels.
- o Capture waste heat and reemploy it in nonresidential buildings.

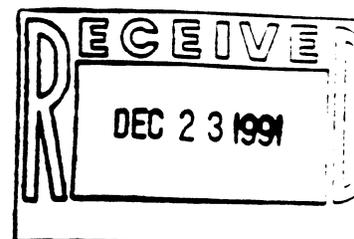
Minimize Potential Public Exposure to Air Toxic Emissions:

- o Integrate additional mitigation measures into site design such as the creation of buffering areas between a potential sensitive receptor's boundary and potential pollution source.
- o Require design features, operating procedures, preventive maintenance, operator training, and emergency response planning to prevent the release of toxic pollutants.
- o Integrate the use of substitute compounds to reduce the use and release of toxic pollutants.

Response No. 1

- 1.a. The Draft EIR has been amended to add this updated air quality data.
- 1.b. The Draft EIR has been amended to add this data.
- 1.c. The Draft EIR has been amended to combine exhaust emissions from construction equipment and motor vehicles of the construction crew.
- 1.d. The Draft EIR has been amended to add the significance thresholds for the pollutants listed.
- 1.e. The Draft EIR has been amended to clarify that emissions from construction related activities would exceed SCAQMD daily thresholds.
- 1.f. The Draft EIR has been amended to express the operational related air quality impacts in pounds per day.
- 1.g. The Draft EIR has been amended to include the list of potential mitigation measures for this project as submitted by the SCAQMD.
- 1.h. The Draft EIR text has been amended to include discussions of the adopted Air Quality Management Plan (AQMP) and to add mitigation measures requiring compliance with the Tier I AQMP measures to reduce short-term construction-related emissions, long-term operation-related emissions, and other miscellaneous emissions.
- 1.i. Please refer to responses 1.g and 1.h.
- 1.j. The Draft EIR has been amended to change the calculations for operations-related emissions from tons per year to pounds per day.
- 1.k. Please refer to response 1.g.
- 1.l. The Draft EIR has been amended to include further calculations relative to cumulative impacts and other mitigation measures.
- 1.m. The Draft EIR has been amended to include a discussion on possible air quality impacts relative to the project alternatives.
- 1.n. Please see response 1.c.
- 1.o. Please see response 1.j.
- 1.p. Please see responses 1.l and 1.m.

- 1.g. Air quality impacts relative to future land uses or tenants cannot be quantified in detail at this time due to the wide range of uses allowed within each land use category in the specific plan. However, to ensure that each project in the Antelope Valley Business park mitigates air quality impacts, mitigation measures have been included in this project approval to require each specific development project in the Specific Plan area to comply with each relevant, and applicable, available and feasible mitigation measure from the following documents: (1) The 1989 and 1991 AQMP's (Tier I control measures); (2) District rules and regulations; and (3) the mitigation measures contained in Attachment 2 to the AQMD's comment letter dated December 19, 1991.
- 1.r. The mitigation monitoring program for this specific plan will be adopted and insures that air quality mitigation measures and other recommended mitigation measures are properly implemented as required by Public Resources Code Section 21081.6.



THE LUSK COMPANY

Writer's Direct Dial Number

(714) 757- 6007

December 17, 1991

Mr. Robert Stanley
City of Palmdale
708 E. Palmdale Blvd.
Palmdale, CA 93550

RE: Draft Environmental Impact Report
Antelope Valley Business Park Specific Plan
EIR 90-3

Dear Mr. Stanley:

The Lusk Company has reviewed the Draft Environmental Impact Report for our Antelope Valley Business Park and would offer the following comments:

a **A. Air Quality - Page 52 Mitigation Measure #4**

This mitigation measure requires us to contribute to the Commuter Transportation Services, Inc., The City's Air Quality Impact Mitigation Program and the Park-N-Ride monetary fund. We will need to understand the cumulative impact of these fees as well as understand the purpose of the fees prior to agreeing to participate in these programs.

b **B. Hydrology/Geology - Page 61 Mitigation Measure A-1**

This mitigation measure requires the Amargosa Creek to be constructed prior to or simultaneously with the construction of our project. In addition to this, we feel that The Lusk Company should also have the flexibility to analyze and construct alternate drainage facilities that are acceptable to the City of Palmdale's Director of Engineering. We feel this flexibility is important so that our project can be developed with or without the Amargosa Creek assessment district.

c **C. Biological Resources - Page 72 Mitigation**

This mitigation is requiring that we establish a banking program for the loss of Joshua trees. It is our intent to

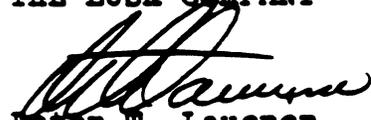
Mr. Robert Stanley
December 17, 1991
Page 2

provide Joshua trees within the landscape areas. The number of trees that will be located within the landscape area should be based upon the number of trees that are suitable for relocation. Therefore, we would suggest that we provide the city with a tree study prior to development that will outline the trees to be relocated within our landscaping.

We are available to discuss our proposed modifications at your convenience.

Very truly yours,

THE LUSK COMPANY



Peter T. Lauener
Project Manager

PTL/lim

cc: Don Steffensen
Don Putnam

Response No. 2

- 2.a. The reference to the City's Air Quality Impact Mitigation Program has been deleted from the Draft EIR. This deletion eliminates the requirement for contribution to the Commuter Transportation Services, Inc. and the Park-n-Ride fund.

However, each individual project in the specific plan area will be required to comply with each relevant, applicable, available and feasible mitigation measure from the following documents: (1) The 1989 and 1991 AQMP's (Tier I control measures); (2) District rules and regulations; and (3) the mitigation measures contained in Attachment 2 to the AQMD comment letter dated December 19, 1991.

- 2.b. Comment has been acknowledged. Text and mitigation measures in the Draft EIR will be modified to add the option of constructing alternate drainage facilities in lieu of Regional Drainage facilities (Amargosa Creek) that are designed to accomodate flows from a 50-year capitol storm and are acceptable to the City of Palmdale Director of Public Works and constructed prior to or simultaneous with the project.
- 2.c. The Native Desert Vegetation Ordinance No. 692 became effective on February 14, 1992. Consistent with this ordinance, preservation of a total of 242 Joshua Trees or other preservation techniques listed in the ordinance will be required. An approved Joshua tree preservation plan will be required at the time of development application submittal.



**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

December 10, 1991

IN REPLY PLEASE
REFER TO FILE **W-0**

Mr. Robert J. Stanley
City of Palmdale
Planning Department
38306 9th Street East
Palmdale, California 93550

Dear Mr. Stanley:

**LOS ANGELES COUNTY WATERWORKS DISTRICT NO. 4, LANCASTER
REVIEW OF DRAFT ENVIRONMENTAL IMPACT REPORT
ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN (EIR 90-3)**

The comments of the District have been incorporated into the Draft Environmental Impact Report.

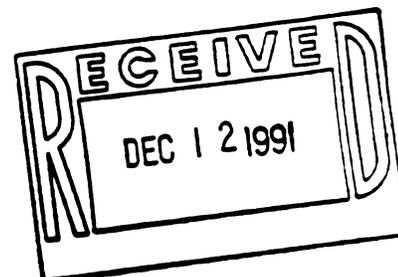
If you have any questions, please contact Mr. Henry Roediger at our Lancaster office at (805) 942-1157.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

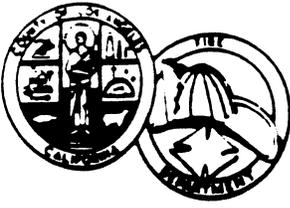
GARY J. HARTLEY
Assistant Deputy Director
Waterworks and Sewer Maintenance Division

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Response No. 3

3. Comment has been acknowledged.



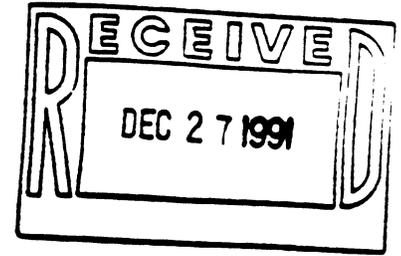
COUNTY OF LOS ANGELES

Comment No. 4

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(213) 881-2481



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

December 27, 1991

Mr. Robert Stanley
City of Palmdale
38306 9th Street East
Palmdale, CA 93550

Mr. Robert Stanley:

**SUBJECT: ENVIRONMENTAL IMPACT REPORT -- CITY OF PALMDALE
(ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN)**

We have reviewed the Draft Environmental Impact Report of the Antelope Valley Business Park in the City of Palmdale.

The statutory responsibilities of the Forestry Division of the Los Angeles County Fire Department include rare and/or endangered species of vegetation, potential soil erosion, and local tree ordinances. The Draft Environmental Impact Report has addressed these concerns as well as watershed management and the use of fire resistive landscapes.

If you have any additional comments, please feel free to contact this office at the phone number shown above.

Very truly yours,

P. MICHAEL FREEMAN

BY
JOSEPH FERRARA, CHIEF, FORESTRY DIVISION
PREVENTION, PREPAREDNESS & CONSERVATION BUREAU

JF:lc

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELLFLOWER
BELL GARDENS
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
CUDAHY
DIAMOND BAR
DUARTE

GLENORA
HAWAIIAN GARDENS
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
IRWINDALE
LA CANADA FLINTRIDGE
LAKEWOOD

LA MIRADA
LANCASTER
LA PUENTE
LAWDALE
LOMITA
MALIBU
MAYWOOD
NORWALK

PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD

SAN DIMAS
SANTA CLARITA
SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD

WESTLAKE VILLA
WHITTIER

Response No. 4

4. Comment has been acknowledged.



THOMAS A. TIDEMANSON, Director

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

Comment No. 5

JAN 10 1992

ADDRESS ALL CORRESPONDENCE TO
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

January 6, 1992

IN REPLY PLEASE REFER TO FILE P-6

Mr. Robert Stanley
City of Palmdale
38206 9th Street East
Palmdale, CA 93550

Dear Mr. Stanley:

**RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT REPORT
ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN**

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the proposed Antelope Valley Business Park Specific Plan. We have reviewed the DEIR and offer the following comments:

Transportation/Circulation

a The proposed project will encompass 120 acres in the northern portion of Los Angeles County within the City of Palmdale. It is located east of 10th Street West and south of Avenue M in the City of Palmdale. Both 10th Street West and Avenue M are classified by the County of Los Angeles and City of Palmdale as Major Highways with 100 feet of right of way. The proposed project should provide at least 50 feet of right of way from centerline of both Highways.

If you have any questions regarding these comments, please contact Mr. Bob Barragan of our Planning Division at (818) 458-4353.

Waste Management

b The existing Hazardous Waste Management (HWM) facilities in this County are inadequate to handle the hazardous waste currently being generated. The proposed commercial/industrial development may generate hazardous waste which could adversely impact existing HWM facilities. This issue should be addressed and provide mitigation measures.

c The Plan needs to recognize the existence of Federal and State regulations for stormwater discharges and the need to comply with these regulations for construction activities, industrial facilities, and ultimately stormwater discharges.

Mr. Robert Stanley
January 6, 1992
Page 2

d
Should any operations at the subject facility include installation of underground storage tanks and/or industrial waste/water discharge into the public sewer system, this office must be contacted for issuance of the necessary permit(s).

If you have any questions regarding these comments, please contact Mr. Michael Bohlander of our Waste Management Division at (818) 458-3562. Questions regarding the environmental review process of this Department can be directed to Ms. Clarice Nash at the above address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works



CARL L. BLUM
Assistant Deputy Director
Planning Division

MA:aa
WP/.009

Response No. 5

5.a. The proposed project will comply with the required City of Palmdale and County of Los Angeles dedication and improvement widths for the 10th Street West and Avenue M rights-of-way. These improvement requirements provide for 50-foot dedication right-of-way from the east side of 10th Street West adjacent to the project, and the south side of Avenue M adjacent to the project.

5.b. The County HWMP has addressed the issue of projecting the need for hazardous waste facilities as based on current and future region-wide waste generation patterns through the year 2000. Industrial growth in the City of Palmdale, being a part of L.A. County, is assumed to have been included in this analysis. Further, the County HWMP suggests measures to reduce the volume of this waste. The City of Palmdale is currently in the process of developing a City HWMP, which will identify the need for hazardous waste management in the City as based on current and anticipated waste generation trends. Like the County Plan, the City plan will also include an analysis of the potential for source reduction, small business waste management needs, the need for additional hazardous waste facilities, siting criteria for new facilities, and necessary actions to implement the City HWMP.

The L.A. county HWMP currently applies to the proposed project. Once adopted, the City HWMP will apply city-wide, including the Antelope Valley Business Park Specific Plan area. The Draft EIR will be amended to reflect this fact. The amendment language will also acknowledge that implementation of these plans can facilitate reduction of the volumes of hazardous waste generated by the project.

5.c. The Draft EIR has been amended to add a mitigation measure to the Hydrology/Geology section regarding stormwater discharges.

Applicants for future development in the Antelope Valley Business Park Specific Plan will be required to comply with existing federal and state regulations governing stormwater discharges and the need for construction activities and industrial facility operations to comply with these regulations.

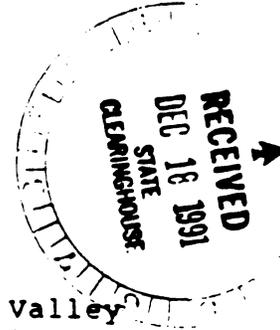
5.d. The Draft EIR has been amended to require that permits be obtained in the event that future construction includes installation of underground storage tanks and/or industrial waste water discharge into the public sewer system.

Memorandum

To : 1. Projects Coordinator
Resources Agency

2. Mr. Robert Stanley
City of Palmdale
39306 9th Street East
Palmdale, California 93550

Date : December 9, 1991



From : Department of Fish and Game

Subject: Draft Environment Impact Report for Antelope Valley
Business Park Specific Plan, Los Angeles County -
SCH 90011110

The California Environmental Quality Act and the California Endangered Species Act require the lead agency to appropriately condition the project and fully implement the statutory mitigation and monitoring requirements to offset adverse impacts to the following resources which may be impacted by this project.

- a 1. Endangered or threatened species of plant and animals. If the project would result in take, on or off project site, of any State-listed species or habitat essential to its continued existence, the applicant must obtain authorization from the Department of Fish and Game (DFG) pursuant to Fish and Game Code Section 2081.
- b 2. Wetlands. Compliance with the DFG's Wetland Policy requires that there should be no net loss of wetland acreage or wetland habitat values, either on or off project site, due to project development. A mitigation and monitoring plan subject to DFG approval should be required for loss of sensitive habitats, including, but not necessarily limited to, freshwater marsh, riparian woodland, oak woodland, and riparian scrub vegetation.
- c 3. Watercourses. The DFG opposes the elimination of watercourses and/or their conversion into subsurface drains. All watercourses, whether intermittent or perennial must be retained and provided with setback buffers appropriate to preserve the riparian and aquatic habitat values. Earthen channels should be interconnected with adjacent large open space areas to increase their effectiveness as wildlife corridors in urban surroundings. The DFG has direct jurisdiction under Fish and Game Code sections 1601-03 in regard to any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any river, stream, or lake. We recommend early consultation since modification of the proposed project may be required to avoid impacts to fish and wildlife resources.

Formal notification (with fee) under Fish and Game Code Section 1603 should be made after all other permits and certifications have been obtained. Work cannot be initiated until a streambed alteration agreement is executed.

1. Projects Coordinator

2. Mr. Robert Stanley

December 9, 1991

Page Two

- d
4. User Fee. The project sponsor is subject to the user fee provided by Fish and Game Code Section 711.4, and the fee is payable to the County Clerk at the time of or prior to filing the Notice of Determination by the lead agency. If a Negative Declaration is filed, the user fee is \$1,250. If an Environmental Impact Report is filed, the fee is \$850. It is our assessment that this project will result in cumulative loss of fish and wildlife resources and is not exempt from the user fee.

In conclusion, if your analysis reveals that the above-mentioned concerns have been fully addressed throughout your decision-making process, we would not object to the project approval. However, we request that you provide us a copy of the final environmental document immediately upon approval and prior to filing the Notice of Determination. If you have any questions, please contact Mr. Fred Worthley, Regional Manager, Region 5, Department of Fish and Game, at 330 Golden Shore, Suite 50, Long Beach, California 90802, telephone (310) 590-5113.

Howard A. Sarozin for

Pete Bontadelli
Director

cc: Mr. Fred Worthley
Department of Fish and Game
Long Beach, California 90802

Response No. 6

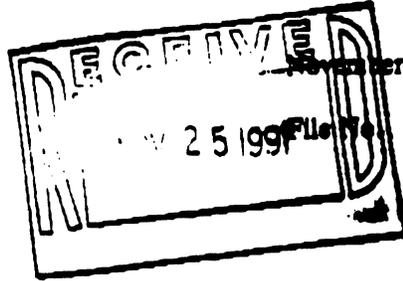
- 6.a. The Draft EIR has been amended to require the project applicant to consult with the California State Department of Fish and Game regarding the potential presence of the mojave ground squirrel on the subject site. The applicant will be required to submit verification of resolution of this issue with CDFG to the City.
- 6.b. No wetlands exist on the subject property.
- 6.c. Comment has been acknowledged. The EIR has been amended to add the requirement that consultation with the California State Department of Fish and Game occur to ensure that compliance with any associated permit requirements related to streambed alteration and wildlife resources occurs.
- 6.d. A copy of the Draft EIR will be forwarded to your office following certification. A Notice of Determination will be filed with the \$850.00 fee.



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (213) 699-7411, (213) 685-5217
Fax: (213) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager



November 21, 1991

14-00.04-00

Mr. Robert J. Stanley
City of Palmdale
38306 9th Street East
Palmdale, CA 93550

Dear Mr. Stanley:

Antelope Valley Business Park Specific Plan

The County Sanitation Districts received a *Draft Environmental Impact Report* for the subject project on November 4, 1991. The Districts has reviewed the proposed project and have no additional comments.

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2709.

Very truly yours,

Charles W. Carry

Sonia Carrigan
Engineering Aide
Financial Planning &
Property Management Section

SC:rc

Comment has
been addressed

Response No. 7

7. Comment has been acknowledged.

BERNARDINO COUNTY MUSEUM



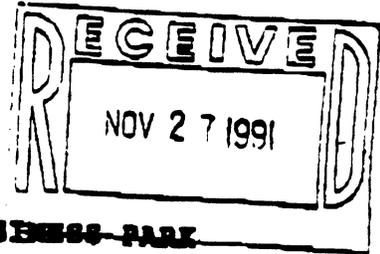
COUNTY OF SAN BERNARDINO
GENERAL SERVICES GROUP

24 Orange Tree Lane • Redlands, CA 92374 • (714) 798-6670 • 672-1610

DR. ALLAN D. GRIESEMER
Director

October 18, 1991

City of Palmdale Planning Department
Attn: Robert J. Stanley
38306 9th Street East
Palmdale, CA 93550



re: **REVIEW OF DRAFT EIR 90-03, ANTELOPE VALLEY BUSINESS PARK
SPECIFIC PLAN**

Dear Ms. Lile:

The draft document mentioned above is correct. The project parcel is located on sediments where non-renewable paleontologic resources must be considered.

The mitigation measures described in Appendix J comply with the guidelines established by the Society of Vertebrate Paleontology and will satisfy the requirements to mitigate impacts to non-renewable paleontologic resources.

Sincerely,

Scott Springer,
Site Records Manager, Earth Sciences

Response No. 8

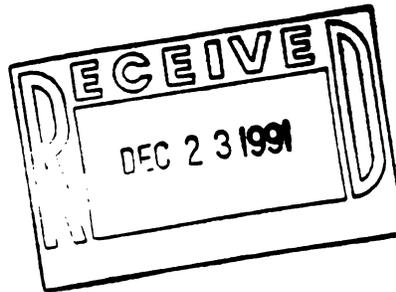
8. Comment has been acknowledged.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
 LOS ANGELES, CA 90012
 TDD (213) 620-3350



December 15, 1991



IGR/CEQA
 City of Palmdale
 DEIR - ANTELOPE VALLEY
 BUSINESS PARK EIR 90-3
 S/E corner, 10th St. West
 and Avenue M
 Vic. LA-14-64.68

Mr. Robert Stanley
 City of Palmdale
 Planning Department
 38306 9th Street East
 Palmdale, CA 93550

Dear Mr. Stanley:

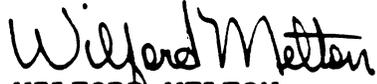
Caltrans has reviewed the above-referenced document. Based on the information received we agree with the foreseen transportation/circulation problems identified in the document and we have the following comments:

- a Any future development which would have a cumulative impact on the State Transportation Facility (State Route 14) should include a traffic analysis of the mainline freeway and the Avenue "M" interchange on/off ramps and should also cover mitigation measures.
- b Consideration for a fair-share contribution by the developer for transportation improvements to the freeway mainline, if necessary to increase capacity and for any necessary ramp improvements, should also be discussed. Ramp improvements should not be limited to ramp signalization as discussed in the document.
- c An analysis of and recommendations for capacity improvements on the Freeway mainline, if necessary, should be based on 24-hour, as well as A.M./P.M. peak traffic. The number of hours of Level of Service (LOS) F is a critical measure.
- d Any measure which cost less than \$250,000 will require a Caltrans Encroachment permit if freeway bridge or on/off ramp widening, signalization, grading, drainage, etc, on State property is involved.
- e Any transportation related mitigation measures which involve State Right-of-Way or costs which exceed \$250,000 will require a Project Studies Report.

Mr. Robert Stanley
December 15, 1991
Page Two

Thank you for this opportunity to comment. If you have any questions regarding these comments, please call me at (213) 897-1338.

Sincerely,


WILFORD MELTON
IGR/CEQA Coordinator
Advance Planning Branch

Response No. 9

9a. The project traffic study included analysis of the Antelope Valley Freeway ramps at Avenue M and the Antelope Valley freeway. The study concluded that a signal is warranted at buildout of the proposed Specific Plan at Avenue M and the northbound ramps of the freeway. A mitigation measure has been included in the project which will require the developer to pay his/her pro rata share of the future signalization of this intersection.

9b. A detailed analysis of freeway capacities, including transportation improvements to the freeway mainline and associated ramp improvements, is not within the scope of this project, as this is an inter-City and inter-County issue better addressed by CalTrans and SCAG. The citywide transportation model, and the Draft General Plan Circulation Element (revision pending 5-92) include estimates of cumulative freeway traffic through the assumed land use buildout for the City.

9c. See comment to 9b above.

9d. Comment has been noted.

9e. Comment has been noted.

City of Lancaster

44933 North Fern Avenue
Lancaster, California 93534
805-723-6000



January 9, 1992

Robert J. Stanley
City of Palmdale
Planning Department
38306 9th Street East
Palmdale, California 93550

Rev. Henry W. Hearn
Mayor
Wm. G. Pursley
Vice Mayor
Arnie Rodio
Councilman
George Lee Root
Councilman
George S. Theophanis
Councilman
James C. Gilley
City Manager

Subject: Draft Environmental Impact Report (EIR 90-3) for the A.V. Business Park Specific Plan

Dear Mr. Stanley:

Thank you for the opportunity to review the Draft EIR for the above referenced project. Our Public Works Department has some concerns regarding hydrology and traffic. The following comments are relative to hydrology:

- 10.a. • The proposed Amargosa channel improvements should not be put into service until such time as downstream facilities are in service that can accommodate the anticipated flows. The City of Lancaster cannot accept more than 8,000 cfs of runoff at Avenue M in Amargosa Creek since a number of existing storm drain facilities downstream are constructed with an 8,000 cfs design Q. For example, the existing storm box under the Lancaster Commerce Center at Avenue K and 10th Street West was designed for 8,000 cfs. In addition to these conditions, there are tributary watersheds south of the 10th Street West crossing of Amargosa Creek which will contribute additional runoff into the Amargosa Creek per the regional Master Plan of Drainage. In summary, the absolute maximum flow for a 100-year storm design at Avenue M, which could be accepted without causing flooding to the north, is 8,000 cfs.
- 10.b. • In light of the project location and size (along 2 major streets and Amargosa Creek), the on-site flows should be determined using a 50-year event and basins designed for Delta Q-50.
- 10.c. • An on-site Delta Q basin should be provided on the east side of the project until ultimate construction of the regional facility for Amargosa Creek is completed. The stormwater runoff mitigation measures on page 61 should clearly identify what on-site drainage facilities (i.e., basins) will be required per the discussion on page 58 under flood control.
- 10.d. • Please provide existing and anticipated flows in 10th Street West. Design of the drainage system in 10th Street West should be coordinated with the City Engineer of the City of Lancaster to ensure that it will be compatible with the proposed system north of Avenue M.
- 10.e. • In Section 4, the sub-area reach designators should indicate the actual directions of flow and be in accordance with the Los Angeles County FO601 Program Guidelines. It appears from the numbers provided that the basin in the northwest corner of the property may need to be enlarged.

- 10.f. | • It is requested that drainage crossing Avenue M at 7th Street West be minimized to the maximum extent possible.
- 10.g. | • It is also requested that the City Engineer of the City of Lancaster be given the opportunity to review and comment on the final hydrology study and final improvement plans prior to approval by the City of Palmdale.

The following comments are relative to the traffic study in Appendix H of the Draft EIR:

- 10.h. | p. 5 The word "north" in the first sentence of the fourth paragraph should be "south." Also, the description of 10th Street West should describe the existing improvements within the City of Lancaster in addition to the improvements within the City of Palmdale.
- 10.i. | p. 27 The study did not consider the proposed Los Angeles County Courthouse at the northwest corner of 4th Street West and Avenue M and an approved project at the southeast corner of 10th Street West and Avenue L-10 (SPR 90-03; 83,239 sq. ft. office building).
- 10.j. | p. 43 The conclusion for Avenue M and Northbound ramps SR-14 (Existing Volumes) is incorrect based upon the volume data presented. The inappropriate signal warrant analysis method was used for Avenue M at the Northbound and Southbound ramps for both "Future Volumes Without Project" and "Future Volumes With Project."
- 10.k. | p. 45 What is the source of information for Table 7?
- 10.l. | p. 46 What is the source of information for Table 8?
- 10.m. | p. 47 (1st paragraph) What is a normal arterial?
- 10.n. | p. 48 What are the current levels of service for Avenue M west of 10th Street West and for 10th Street West north of Avenue M?
- 10.o. | p. 49 Avenue M west of 10th Street West, 10th Street West north of Avenue M, and the freeway overpass on Avenue M should also be analyzed.
- 10.p. | p. 51 (4th paragraph) In which directions are left turns warranted (i.e., N/S or E/W)? Also, why is left turn phasing required? The capacity analysis for 10th Street West/Avenue M and Sierra Highway/Avenue M is incorrect.
- 10.q. | p. 52 (4th paragraph) See comments on intersection calculations; this is not going to mitigate because the analysis is incorrect. (5th paragraph) 10th Street West/Avenue M requires more than left turn phasing. The capacity analysis is incorrect for this project. The resulting LOS with mitigations proposed is F not C as shown (see attached capacity analysis).
- 10.r. | p. 54 The following mitigation measures should be analyzed, discussed, and considered: 1) Signalization of the SR-14 Southbound ramp; 2) Widening of Avenue M west of 10th Street West and the overpass (volumes appear to warrant this); 3) See previous comments regarding 10th Street West/Avenue M and Sierra Highway/Avenue M; and 4) Where is the analysis to support Mitigation Measure No. 7?

- 10.s. p. 55 When is this project to be completed? The current analysis uses a 2-year project buildout, but a 10-year buildout seems more realistic. If that is the case, the analysis should take the longer buildout time into consideration.
- 10.t. Appendix - Avenue M/10th Street West (Future with Project Mitigation): This analysis is incorrect.
- 10.u. Appendix - Figure 9-1A (Traffic Signal Warrants): This is not supported by the counts; even PM peak is not this high.
- 10.v. Appendix - Four pages following Figure 9-1A: See the note at the bottom of each page. The incorrect warrant analysis was used because these are not new intersections.

Please contact Steve Dassler at (805) 723-6093 if you have any questions regarding the comments on hydrology and Peter Beaudry at (805) 723-6047 if you have any questions regarding the comments on traffic.

We would appreciate an opportunity to review the response to our comments prior to certification of the Final EIR.

Sincerely,



Susan J. Barnett
Environmental Coordinator
Department of Community Development

SB

Attachment

cc: Peter Beaudry
Steve Dassler

Response No. 10

10.a. The Palmdale Master Plan of Drainage provides for the Amargosa Creek Channel to limit the discharge at Avenue M to 8,000 cubic feet per second for a 50-year capital storm. This limit is consistent with the Los Angeles County methodology for determining flood protection. The project has been conditioned to require installation of planned Amargosa Creek improvements, or other such alternative design capable of handling flows from a 50-year capital storm, either prior to or simultaneous with the proposed project.

10.b. The City of Palmdale's drainage design standards provide that the level of flood protection for "on-site" development be the 25 year storm. This is consistent with the Los Angeles County Department of Public Works policy on flood protection design requirements. The City of Palmdale acknowledges that the City of Lancaster has deviated from the Los Angeles County standard by requiring that on-site hydrology studies and detention basins be designed for the 50-year storm event.

10.c. The project has been conditioned (EIR page 61, item 3.a.2) to require improvement of the Amargosa Creek channel adjacent to the project's easterly boundary prior to or simultaneous with construction of the proposed project. As stated in 10.a. above, an alternative design which is approved by the Director of Engineering may be installed in place of planned Amargosa Creek improvements. The volume of the channel improvements will far exceed the volume required to mitigate the easterly side of the proposed project.

10.d. Off-site storm flows in 10th Street West are expected to be mitigated by the Amargosa Creek flood control channel, and were therefore not included in the hydrology study prepared for this project. The existing flows in 10th Street West are varying and unknown. The ultimate design flow for 10th Street West identified in the Master Plan of Drainage is approximately 450 cfs.

10.e. The sub-area reach designations shown in Section 4 conform to the Los Angeles County F0601 Program Guidelines (modified rational method). Sub-areas 1A through 8A drain to the northeast corner of the project. Sub-areas 9B through 17B drain to the northwest corner of the project. The east-west division lines are shown on the map in section 4. The basin volume was determined using the City of Palmdale Engineering Design Standards. Section 6 shows the pre-development and post development hydrographs. The basin volume is sized correctly and is determined by the area between the two noted curves, less 85 percent of the declining leg of the hydrograph curves.

Response No. 10, continued.

10.f. Drainage crossing Avenue M at 7th Street West will be minimized by directing stormwater runoff, as based on a 25 year storm, to the Amargosa Creek channel.

10.g. The City Engineer of the City of Lancaster will be given the opportunity to review and comment on the final hydrology study and improvement plans prior to approval by the City of Palmdale.

10.h. The EIR text is recommended for amendment to reflect this information.

10.i. At the time the EIR was written, the proposed Los Angeles County Courthouse was not identified by the City of Lancaster as a known project. At the time the Courthouse project is formally submitted as an application to the City of Lancaster, an analysis of cumulative traffic impacts should be performed as a part of the environmental clearance for that project. To address cumulative traffic impacts, each future development project within the Antelope Valley Business Park will be required to pay their pro-rata share of the citywide traffic impact fees, pursuant to the City of Palmdale traffic impact fee ordinance. This fee is based on a citywide traffic impact study which projected traffic conditions along major and minor arterials within the City in the year 2010. Fees collected under this ordinance are used to install citywide improvements which will be required to meet cumulative development traffic demands through the year 2010.

In addition, the EIR is recommended for amendment to require a traffic study to be prepared and approved by the City Traffic Engineer for any tract or parcel map filed within the Specific Plan area. At the discretion of the City Traffic Engineer, a focused traffic study may also be required for each future development proposal within the Specific Plan area. The focused study shall specifically identify the timing for compliance with required mitigation measures listed in the EIR, and shall confirm that additional mitigation measures are not needed to mitigate the individual and cumulative traffic and circulation impacts of each future development. If additional mitigation measures are identified, the developments may be conditioned to provide indicated improvements.

Response No. 10, continued

10.j. The warrant analysis was based only on PM peak-hour volumes or daily volume projections, and are only a very rough approximation of specific needs. This analysis is not specific enough to definitively identify a signal need. It is for rough comparison purposes only. As each future development application is received for construction in the Specific Plan area, a focused traffic study, as discussed in 10.i. above, will be required. This study will provide the means to monitor the status of impacted intersections and to determine if and when a signal is warranted.

10.k. Table 7 was drawn from information compiled for use by the City of Palmdale in the effort to update the City General Plan Circulation element.

10.l. Table 8 (volume/capacity ratios) was generated by the author of the study. The volume/capacity ratios listed are rough approximate relationships to levels-of-service for street segments assuming typical intersection constraints. It is recognized that a detailed analysis using average travel speeds is required by the Highway Capacity Manual to more precisely determine street segment levels-of service.

10.m. The EIR is recommended for amendment to delete the word "normal".

10.n. The traffic study prepared for the proposed Specific Plan was intended to identify the traffic and circulation impacts of the proposed Plan under build-out conditions, and to identify the specific improvements which will be needed to accommodate buildout traffic and congestion levels. The traffic study was not intended to identify the site-specific impacts of any one future development within the Specific Plan area, or the timing for installation of listed traffic and circulation mitigation measures. As previously stated in 10.i. above, a site specific study for each future development will be required to identify timing for installing improvements listed as mitigation for Specific Plan impacts, and to confirm that no additional mitigation measures are needed to mitigate project generated and cumulative impacts.

10.o. In order to reduce traffic and circulation impacts to adjacent roadways at buildout of the Specific Plan, a number of mitigation measures have been applied to the project, including installation of left-turn phasing and relocation/upgrading of signals at Avenue M and 10th Street West, pro-rata share

Response No. 10, continued.

payment for additional travel lanes along 10th Street West, and pro-rata share payment for the future signalization of Avenue M/northbound ramps of the freeway. A site specific traffic study will also be required for each future development within the Specific Plan area to confirm that these measures effectively reduce impacts to the roadway segments in question.

10.p. Left turns are warranted in all directions. The traffic study conclusions are based on specific assumptions regarding traffic generation and congestion levels under buildout conditions. As stated in 10.i. above, a focused study will be required for each future development within the Specific Plan area to determine the timing for traffic improvement installation, including any left turn phasing, and to make sure that additional mitigation measures are not needed. The capacity analysis was reviewed and determined adequate for the purposes of assessing traffic impacts from the Specific Plan.

10.q. See response to 10.n.

10.r. See response to 10.n.

10.s. See response to 10.i. above. Cumulative impacts are addressed through the requirement for each future development in the Specific Plan area to pay citywide traffic impact fees.

10.t. See response to 10.n. above.

10.u. See response to 10.n. above.

10.v. See response to 10.n. above.

wp:9448.



U.S. Department
of Transportation

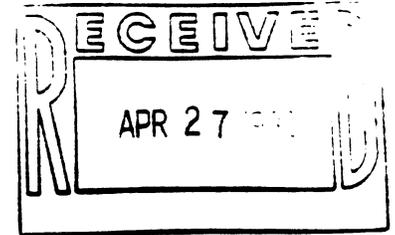
**Federal Aviation
Administration**

Western Pacific Region

COMMENT NO. 11

P.O. Box 92007
Worldway Plaza Center
Los Angeles, CA 90009

APR 24 1992



Robert J. Stanley
City of Palmdale Planning Department
38306 9th Street East
Palmdale, CA 93550

Dear Mr. Stanley:

This is in response to the Request for Review of the Draft Environmental Impact Report (EIR 90-3) for the Antelope Valley Business Park Specific Plan.

The proposal is located within the vicinity of Palmdale Regional Airport/Sir Force Plant 42 and therefore is subject to noise from aircraft as described in the Draft EIR. We also note that the proposed land use is light industrial and is therefore a compatible land use in terms of noise impacts within the 65 CNEL noise contour.

11.a

However, proponents of structures or land uses that could create smoke, glare, or a hazard to aircraft to be constructed within the business park are required to file the appropriate Notice of Proposed Construction or Alteration (FAA Form 7460-1) with the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulation Part 77 - Objects Affecting Navigable Airspace.

If you have any questions concerning this matter, please call us at (310) 297-1231.

Sincerely,


Barry Brayer

Response No. 11

11.a The Draft EIR has been amended to require applicants for future developments within the Specific Plan area to file the appropriate Notice of Proposed Construction or Alteration (FAA Form 7460-1) with the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulation Part 77 - Objects Affecting Navigable Airspace.

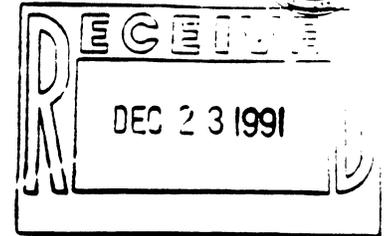
ATTACHMENT 2:

NOTICE OF COMPLETION

DRAFT EIR DISTRIBUTION LIST

wp:9458

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

30 TENTH STREET
SACRAMENTO CA 95814

Dec 20, 1991

ROBERT J. STANLEY
CITY OF PALMDALE
708 E. PALMDALE BOULEVARD
PALMDALE, CA 93550Subject: ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
SCH # 90011110

Dear ROBERT J. STANLEY:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation. These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Tom Loftus at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

David C. Nunenkamp
Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

Project Title: Antelope Valley Business Park
 Location: Palmdale County: Los Angeles
 Phone: 818-333-3333
 Address: 10th Street West & Ave. Mtn. Area 100
 City: Palmdale Zip: 93550

Project Location

City: Los Angeles City/Nearest Community: Palmdale
 Cross Streets: Southeast corner of 10th Street West & Ave. Mtn. Area 100
 Assessor's Parcel No.: 3129-15-011&94 Section: 3 Top: T6N Range: R12W Base: Sandwich
 State Highways: 14 Waterways: Amargosa Creek
 Airports: USAF Plant 42 Railways: Southern Pacific

Document Type

CEQA: NOP Supplement/ Subsequent NEPA: NOI Other: Joint Document
 Early Cons EIR Prior SCH No. EA Final Document
 Neg Dec Other Draft EIS FONSI
 Draft EIR

Local Action Type

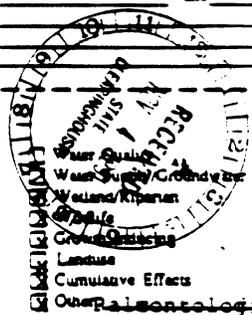
General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, Parcel Map, Tract Map, etc.) Other

Development Type

Residential: Units Acres
 Office: Sq Ft Acres 37.8 Employees
 Commercial: Sq Ft Acres 5.5 Employees
 Industrial: Sq Ft Acres 5.7 Employees
 Educational
 Recreational
 Water Facilities: Type MGD
 Transportation: Type
 Mining: Minerals
 Power: Type Wass
 Waste Treatment: Type
 Hazardous Waste: Type
 Other

Project Issues Discussed in Document

Aesthetic/Visual Flood Plain/Flooding Schools/Universities
 Agricultural Land Forest Land/Fire Hazard Sewer Systems
 Air Quality Geologic/Seismic Sewer Capacity
 Archaeological/Historical Minerals Soil Erosion/Compaction/Grading
 Coastal Zone Noise Solid Waste
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous
 Economic/Job Public Services/Facilities Traffic/Circulation
 Fiscal Recreation/Parks Vegetation Other Palmerontologic



Present Land Use/Zoning/General Plan Use

Vacant/M-A (Manufacturing - Aircraft Zone)/Light Industrial

Project Description

The proposed Antelope Valley Business Park Specific Plan would encompass approximately 120 acres and would accommodate a full range of industrial, commercial and business park uses. The elements of the Specific Plan include planning concepts, a land use plan and development regulations, component plans, design guidelines, and development phasing.

with 600-6000
 (916) 445-0613

STATE REVIEW BEGAN: 11.5.91
 DEPT REV TO AGENCY: 12.13
 AGENCY REV TO SCH: 12.18
 SCH COMPLIANCE: 12.20

CHT SNT
 Resources
 Conservation
 Fish & Game
 Parks & Rec/OEP
 Caltrans 7

CHT SNT
 State/Consumer Svc
 ARB
 CA Waste Mgmt Bd
 Reg. WQS 4
 State Lands Com

PLEASE NOTE SCH NUMBER ON ALL COMMENTS

PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

QND/APCD: 33 (Resources: 11, 9)

... sent by lead / ... sent by SCH)

Project Title: Antelope Valley Business Park Specific Plan
 Lead Agency: City of Palmdale Contact Person: Robert ...
 Street Address: 38306 9th Street East Phone: (805) 272-3810
 City: Palmdale Zip: 93550 County: Los Angeles

Project Location

County: Los Angeles City/Nearest Community: Palmdale
 Cross Streets: Southeast corner of 10th Street West & Ave. M Total Acres: 120
 Assessor's Parcel No. 3128-15-011&94 Section: 3 Twp. T6N Range: R12W Base: LAND
 Within 2 Miles: State Hwy #: 14 Waterways: Amargosa Creek
 Airports: USAF Plant 42 Railways: Southern Pacific Schools: _____

Document Type

CEQA: NOP Supplement/Subsequent NEPA: NOI Other: Joint Document
 Early Cons EIR (Prior SCH No.) EA Final Document
 Neg Dec Other _____ Draft EIS Other _____
 Draft EIR FONSI

Local Action Type

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, Parcel Map, Tract Map, etc.) Other _____

Development Type

Residential: Unus Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq.ft. _____ Acres 37.8 Employees _____ Transportation: Type _____
 Commercial: Sq.ft. _____ Acres 5.5 Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres 57 Employees _____ Power: Type _____ Wats _____
 Educational _____ Waste Treatment: Type _____
 Recreational _____ Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document

Aesthetic/Visual Flood Plain/Flooding Schools/Universities Water Quality
 Agricultural Land Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Air Quality Geologic/Seismic Sewer Capacity Wetland/Riparian
 Archeological/Historical Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Landuse
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Fiscal Recreation/Parks Vegetation Other Palmdale

Present Land Use/Zoning/General Plan Use

Vacant/M-A (Manufacturing - Aircraft Zone)/Light Industrial

Project Description

The proposed Antelope Valley Business Park Specific Plan would encompass approximately 120 acres and would accommodate a full range of industrial commercial and business park uses. The elements of the Specific Plan include planning concepts, a land use plan and development regulations component plans, design guidelines, and development phasing.

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in. Revised October 1997

CITY OF PALMDALE
OFFICE OF THE
PLANNING DEPARTMENT

M E M O R A N D U M

TO: All Interested Parties

FROM: Planning Department

SUBJECT: REQUEST FOR REVIEW OF THE DRAFT ENVIROMENTAL IMPACT
REPORT (EIR 90-3) FOR THE ANTELOPE VALLEY BUSINESS
PARK SPECIFIC PLAN ON 120.82 ACRES AT THE SOUTHEAST
CORNER OF 10TH STREET WEST AND AVENUE M.

DATE: NOVEMBER 6, 1991

The attached EIR has been forwarded to you for review and comment. Comments will be received by the Planning Department until 5:00 p.m. on December 23, 1991. Comments should be directed to: Robert J. Stanley, City of Palmdale Planning Department, 38306 9th Street East, Palmdale, CA 93550 or telephone (805) 272-9613.

Copies sent to:

The Lusk Company, Peter Lauener
Case Planner, John doughty
Environmental Planner, Robert Stanley
Planning Counter Copy
City Hall Counter Copy
Los Angeles County Sheriff's Dept.
Los Angeles County Fire Dept.
Library
Antelope Valley Archaeological Society
San Bernardino County Museum
West Antelope Valley Historical Society
Palmdale Community Association
A.V. United Water Purveyors Inc

City of Palmdale

City Attorney
City Council (5)
Planning Commission (5)
City Administrator
Deputy City Administrator
Director of Economic Development
City Clerk
Planning Director
Public Works Director
Building and Safety
Engineering
Traffic Engineer
City Geologist
Parks and Recreation

County of Los Angeles

Los Angeles County Dept. of Public Works
Los Angeles County Health Department
Los Angeles County Regional Planning

School Districts

Lancaster School District
Palmdale School District

Utilities/Services

Antelope Valley Landfill
Antelope Valley Transit
Southern California Edison
Southern California Gas
Pacific Bell
Palmdale Water District
Los Angeles County Sanitation Districts #14
Los Angeles County Water Works Districts #4 & 34

Other

City of Lancaster
Southern California Association of Governments (3 Copies)
South Coast Air Quality Management District
UCLA Archaeological Survey Office
Antelope Valley Community College District
Los Angeles Times
Antelope Valley Press
Daily News

State Agencies

State Clearinghouse (10 Copies)
Office of Planning and Research
RWQCB Lahontan Region
Department of Water Resources
Department of Health Services
Waste Management Board
Department of Conservation
Department of Health
Public Utilities Commission
Air Resources Board
Department of Fish and Game
Caltrans

Federal Agencies

Dept. of the Air Force (Plant 42)
U.S. Fish and Wildlife Service
Federal Aviation Administration
U. S. Forest Service
Army Corps of Engineers

wp7921RJS

ATTACHMENT - III:

MITIGATION MONITORING PROGRAM

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
AIR QUALITY	<p>To ensure that each future project in the Antelope Valley Business Park mitigates air quality impacts, every relevant, applicable, reasonably available, and feasible measure from the following documents shall be complied with: (1) the 1989 and 1991 AQMP's Tier-One control measures; (2) District rules and regulations; and (3) the mitigation measures contained in Attachment 2 to the AQMD's comment letter on the Draft EIR dated 12/19/91.</p>	<p>To mitigate dust generation during construction activities, the proposed project will comply with all the provisions of Rules 402 and 403. Other air pollution control practices to be observed during the construction phase include periodic maintenance/tune-ups of the heavy equipment, turning off all machines not in use in order to avoid idle emissions, cessation of activities during smog alerts, etc. Site inspections during the construction period by the City Building Department and the Construction Manager will ensure implementation of the recommended mitigation measures. Review of the construction plans by the Director of Building and Safety shall ensure incorporation of energy conservation features into the project design plans.</p>	<p>Once the project becomes operational, on-site facilities shall be required to implement all the applicable, reasonable available, and feasible Tier-One air quality control measures, District rules and regulations, and other mitigation measures contained in Attachment 2 to the AQMD EIR comment</p>	

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
1	<p>For Short-Term, Construction-Related Emissions</p> <p>As stipulated by SCAQMD Rule 431.2, all heavy-duty construction equipment shall be fueled with low-sulfur fuel. Equipment shall be operated according to the manufacturers' instructions (with the fuel injection timing retarded to the recommended level for reduced NOx emissions, but which will not result in excessive visible smoke emissions), be subject to periodic maintenance/tune-ups, and be turned off when not in use in order to avoid idle emissions.</p>	<p>letter dated 12/19/91. District and City Planning officials shall be responsible, during Development Applications review and prior to approving future development, for overseeing and ensuring the project's conformance with these stipulations.</p>	<p>Prior to Building Permit Issuance and during construction</p>	<p>City Planning Director and Building and Safety Director</p>
2	<p>As stipulated by AQMP Measure No. A-F-2 and by Rules 402 ("Nuisance") and 403 ("Fugitive Dust A"), emissions of dust and particulates shall be minimized to avoid a public nuisance. Actions which may be implemented</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance and during construction</p>	<p>City Planning Director and Building and Safety Director</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
2a	<p>by the developer or contractor on-site include:</p> <p>Do not remove the on-site vegetative cover until it is required for construction activities, and revegetate or pave any unpaved areas as soon as possible after completion of construction.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
2b	<p>Minimization of dust emissions by the application of water or other dust suppression techniques (chemical bonding, bio-degradable oils, etc.) to working surfaces during dry weather conditions. An effective watering program (that is, at least twice a day with complete coverage of the working area) is estimated to reduce dust emissions by up to 50 percent. Chemical stabilizers are most useful when applied to completed cuts and fills.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
2c	<p>Further reduction of dust emissions can be achieved by restricting heavy-duty equipment to dust-controlled routes and limiting the speed of on-site vehicles. A speed limit of 10 miles per hour is recommended.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
2d	<p>Cessation of construction activities during smog alerts (inversion episodes), and stop</p>	See above.	Prior to Building Permit Issuance and during	City Planning Director and Building and Safety

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
3	<p>all grading activities during periods of high wind (e.g., greater than 30 mph).</p> <p>As stipulated by District Rule 1113, only architectural coatings with low VOC content shall be used.</p>	See above.	construction	Director
4	The stipulations of Rules 1108, 1108.1, and 1120, pertaining to the application of paving asphalts, shall be compiled with.	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
5	Reduce emissions from construction workers' commute trips by promoting carpooling through coordination with Commuter Transportation Services, Inc., or any other carpool-matching service.	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
6	<p>For Long-Term, Operation-Related Emissions</p> <p>The Tier-One control measures listed in the 1989 and 1991 AQMP's which are applicable throughout the lifetime of the proposed project include but are not limited to the following:</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
6a	1989 AQMP Measures No. 1.a and 1.b: "Alternative Work Weeks and "Flextime/ Establishment of Telecommunication Programs" to reduce roadway congestion and emissions of reactive organic gases, NOx, and CO.	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
6b	<p>1989 AQMP Measures No. 2.a through 2.d: Establishment of "Mode Shift Strategies" (Employer Rideshare and Transit Incentives, Parking Management Programs, Vanpool Purchase Incentives, and Merchant Transportation Incentives) to encourage the use of alternative transportation modes and reduce emissions of reactive organic gases, NOx and CO.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
6c	<p>1989 AQMP Measure No. A-10: "Further ROG Emission Reductions from Graphic Art Operations," applicable if Graphic Arts are included in the "business support facilities" on-site. This measure would not result in direct emission reductions, but should improve enforcement of and compliance with Rule 1130.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
6d	<p>1989 AQMP Measure No. A-16: "Further ROG Emission Reductions from Perchloroethylene Dry Cleaning Operations" applicable to any dry cleaning facility located on site. This measure would require replacement of transfer systems with "closed/ventless" dry-to-dry equipment and eliminates the exemption which allows facilities which use less than 230 gallons per year of solvent to operate without control equipment.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
6c	<p>1991 AQMP Measure A-A-2: "Substitute Solvents Used for Clean-Up of Surface Coating" purports to control ROG emissions from solvents used to clean and maintain application equipment, spray booths, and other materials used in the coating process. It would apply to any automotive and light truck repair on site which may house an automotive paint shop using a "spray booth."</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
6f	<p>1991 AQMP Measures No. A-B-1, A-B-2, and A-B-5: "Control of ROG Emissions from Gasoline Transfer: Fail-Safe Phase-I Vapor Recovery Systems; Improved Installation and Repair of Phase-II Vapor Recovery Systems; and Further Control of Emissions From Gasoline Dispensing Facilities" are all applicable to any on-site gas/service station. As per Measure A-B-1, gasoline dispensing facilities in the SCAB are required to be equipped with the Phase-I Vapor Recovery Systems in order to reduce gasoline vapors losses generated during bulk gasoline delivery. Through the use of the Phase-II Vapor Recovery System on the nozzle, Measure A-B-2 seeks to control the emission of gasoline vapors which are displaced from the vehicle fuel tank upon refueling. Measure A-B-5 intends to further reduce ROG emissions</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
6g	<p>by requiring that all service station vent pipes (Balance systems) be equipped with pressure relief valves to prevent excessive release of vapors. Additionally, in 1993, the District is planning the adoption of Measure No. A-B-7 (for implementation in 1996), which would require the installation of devices to prevent overfilling of vehicle fuel tanks.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
6h	<p>1991 AQMP Measure No. P-A-4: "Further Emission Reductions of ROG From Metal Cleaning and Degreasing" would be applicable to any automotive repair/paint shop on-site. The measure would eliminate certain exemptions to Rule 1122, expand the rule's scope</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
6i	<p>to include smaller cold degreasers, and further restrict the solvent content in waste materials.</p> <p>1991 AQMP Measure No. P-A-5: "Further ROG Emission Reductions from Perchloroethylene Dry Cleaning Operations" applicable to any dry cleaning facility located on-site. This measure would require replacement of transfer systems with "closed/ventless" dry-to-dry equipment, proper operation of carbon adsorber units by completing the desorption cycle, special handling of garments not yet dry, and eliminate the exemption which allows facilities which use less than 320 gallons per year of solvent to operate without control equipment.</p>	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
7	Other applicable mitigation measures include:	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
7a	Adherence to Transportation Management Plans as dictated by SCAQMD Regulation XV (Rule 1503), and to any mitigation measures proposed in the traffic study to reduce congestion.	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
7b	Inclusion in the project design of plans for mass transit accommodations such as bus turn-out lanes, bus shelters/benches, etc.	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
7c	Distribution by tenant activities of promotional/educational material (obtained from the City) describing ways to reduce energy consumption, and also advertising the availability of public transit, bicycle routes, etc. to encourage the use of mass transit in the area.	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
7d	Incorporate into building plans features such as energy-efficient lighting for internal streets and design elements that reduce the demand for gas and electricity, in order to comply with the provisions of the SCAQMD energy conservation programs.	See above.	Prior to Building Permit Issuance and during construction	City Planning Director and Building and Safety Director
8	<p align="center">HYDROLOGY/GEOLOGY</p> <p>Stormwater Runoff</p> <p>All facilities shall be designed and constructed in accordance with the City of Palmdale Drainage Master Plan and LACFCD Hydrology Manual to the satisfaction of the City Engineer. Local facilities will be installed by the developer of this project</p>	A soils engineer shall be retained to monitor the grading and construction of the project and submit in writing to the City Engineer and City Planning Director, certification that the project has complied with mitigation measures to reduce the amount of runoff with sediments and urban pollutants. The project landscape architect, in coordination with the project	Prior to Building Permit Issuance	City Engineer and City Planning Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>prior to issuing building permits. Regional facilities (Amargosa Creek improvements) shall be designed to handle flows from a 50-year capital storm and shall be constructed prior to or simultaneously with this project.</p>	<p>soils engineer, shall monitor the revegetation of the site and submit in writing to the City Engineer and Planning Director, certification that the project has complied with approved revegetation plans. The City Landscape Architect and the City Public Works Inspector, under the supervision of the City Engineer, shall conduct a field inspection prior to the issuance of building permits to assure that grading operations have implemented specified sediment control measures.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>
9	<p>The construction of a concrete trapezoidal channel with a 25-foot base and 1.5:1 side slopes, or other design capable of handling flows from a 50-year capital storm to the satisfaction of the City Engineer, will be required for Amargosa Creek improvements. The channel will have culvert crossings for upstream and downstream transitions.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>
10	<p>As part of the City of Palmdale's drainage plan, a storm drain shall be installed in 10th Street West to mitigate the storm flow on 10th Street West. Prior to the construction of the noted storm drain, a detention basin is required to mitigate on-site storm</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
11	<p>runoff from the westerly portion of the project site.</p> <p><u>On-site Safety Provisions</u></p> <p>The only drainage structures to be built as part of this project are standard catch basins and underground storm drain pipes which incorporate safety features to prevent anyone from being drawn into them.</p>	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12	<p><u>Water Quality</u></p> <p>The applicant shall submit a Water Quality/Erosion Control Plan for City review and approval prior to the issuance of building permits. The plan shall indicate specific means of reducing urban pollutants and sedimentation including but not limited to the following:</p>	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12a	Surplus or waste material shall not be placed in drainage ways or within the 100-year floodplain of surface waters.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12b	All loose piles of soil, silt, clay, sand, debris or other earthen materials shall be protected in a reasonable manner to eliminate any discharge to Amargosa Creek.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
12c	Dewatering shall be done in a manner so as to prevent the discharge of earthen material from the site.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12d	All disturbed areas shall be stabilized by appropriate soil stabilization measures by October 15 of each year.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12e	All work performed between October 15 and May 1 of each year shall be conducted in such a manner that the project can be winterized within 48 hours.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12f	All nonconstruction areas shall be protected by fencing or other means to prevent unnecessary disturbance.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12g	During construction, temporary gravel or sandbag dikes shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12h	Stabilizing agents such as straw and wood chips shall be used during the interim period after grading in order to strengthen slopes while ground cover takes hold.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
12i	Landscaped areas will be developed in such a way that overwatering and excessive irrigation runoff will not occur.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12j	Landscape irrigation systems will be designed to prevent overspray onto impervious areas and eliminate nuisance water runoff.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12k	Revegetated areas shall be continually maintained in order to assure adequate growth and root development.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12l	Physical erosion control facilities shall be placed on a routine maintenance and inspection program to provide continued erosion control integrity.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
12m	Where construction activities involve the crossing and/or alteration of a stream channel, such activities shall be timed to occur during the period in which streamflow is expected to be lowest for the year. In the event that an alternative design for Amargosa Creek improvements is required, the applicant shall consult with the California Department of Fish and Game (CDFG) and the U.S. Army Corps of Engineers (USACE) to ensure that streambed alteration permits and wildlife impact permits issued to the City	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>for planned Amargosa Creek improvements are valid for the alternative design. Proof of compliance with CDFG and USACE permitting requirements shall be provided to the Director of Planning prior to the issuance of building permits.</p>			
2n	<p>Periodic cleaning of paved areas shall be performed to remove sediments and absorbed pollutants.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>
2o	<p>Routine cleaning of manholes and catch basins shall be performed to remove sediment and debris.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>
2p	<p>Surveys shall be conducted of all facilities involved in the storage or handling of hazardous or toxic chemicals which might contribute to storm-water pollution.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>
2q	<p>Control of washdown drainage from industrial facilities shall be enforced by the City.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>
2r	<p>Information regarding the disposal of waste oil/grease and pesticide containers shall be provided to new business owners.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>
2s	<p>Controlled use of pesticides and fertilizers shall be enforced by the City.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer and City Planning Director</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
12t	Future site tenants shall comply with all federal and state regulations for storm-water discharges.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
13	Geotechnical Estimated accelerations expected during the lifetime of the proposed development are relatively high; therefore, seismically resistant structural design in conformance with the Uniform Building Code shall be used for structures within the project.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
14	Hydroconsolidation shall be minimized by densification of upper loose material by a combination of removal and mechanical compaction and saturation as outlined in the Geosoils, Inc. report. In regards to both cut and fill areas, all old fill and compressible alluvium subject to hydroconsolidation shall be removed and recomacted to 90 percent of its maximum density.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
15	All vegetation, rubbish, and other deleterious material shall be disposed of off-site.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
16	All excavation bottoms shall be observed and approved by the Geotechnical Engineer prior to placement of fill.	See above.	Prior to Building Permit Issuance	City Engineer and City Planning Director
17	<p>BIOLOGICAL RESOURCES</p> <p>All development within the Antelope Valley Business Park shall comply with the provisions of Ordinance 952, which regulates the removal and preservation of native desert vegetation. The net effect shall be the preservation of 242 Joshua trees. Several measures to preserve individual specimens of Joshua trees and California junipers are provided in Ordinance 952. These measures include on-site preservation through project design or as transplanted landscape elements, off-site preservation for City, private and/or public landscape use, or payment of a fee in lieu of preservation.</p>	<p>The Planning Department shall review the grading and landscaping plans for consistency with the above measures prior to the issuance of grading permits. After the issuance of grading permits and prior to the issuance of building permits, a site inspection by City staff shall be required to ensure compliance with the mitigation program.</p>	Prior to Building Permit Issuance	City Planning Director
18	Potentially significant impacts to Mojave ground squirrels could occur as a result of project implementation if these animals occur on-site. It is, therefore, required that prior to site development, the applicant will be required to consult with the CDFG to determine the value of the site habitat relative to its ability to support this	See above.	Prior to Building Permit Issuance	City Planning Director

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

iber	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>species. Currently, the CDFG is using a cumulative human impact survey to perform this assessment. The applicant will be required to submit verification of consultation and resolution of this issue with the CDFG prior to the issuance of a grading permit.</p>			
	<p>NOISE</p> <p>Prior to issuance of building permits, applicants proposing future development of commercial and business park land uses on any lot on the site shall prepare an interior noise analysis, as required by the Director of Planning, to demonstrate compliance with City of Palmdale interior noise level limits for commercial/business park development. This report shall be submitted to the Planning Department for review and approval.</p>	<p>Any upgraded construction materials needed for noise attenuation shall be clearly identified on the building plans submitted by the applicant. Prior to issuance of building permits, the Planning Department shall review the building plans and interior acoustical study, as required, to ensure that noise mitigation techniques have been incorporated into the project where necessary to comply with City standards.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Planning Director</p>
	<p>RISK/HAZARDOUS MATERIALS</p> <p>Future grading plans and specifications for individual parcels within the Specific Plan area shall include a clause regarding observation, testing, and proper disposal of any hazardous materials encountered during grading and construction.</p>	<p>Prior to the issuance of building permits for permitted uses and approval of a required site plan review and/or Conditional Use Permit, the Planning Director shall confirm that the proposed uses comply with all local, state, and federal health and safety regulations.</p>	<p>Prior to Grading Plan/ Building Permit Issuance</p>	<p>City Planning Director</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
21	<p>Future project land uses involving the use, storage, or transportation of hazardous materials must comply with applicable local, state, and federal health and safety regulations, including the proposed City of Palmdale Hazardous Waste Management Plan, upon its adoption.</p>	See above.	Prior to Grading Plan/ Building Permit Issuance	City Planning Director
22	<p>Should any operations with the specific plan include installation of underground storage tanks and/or industrial wastewater discharge into the public sewer system, the Los Angeles County Department of Public Works shall be consulted and necessary permits obtained prior to issuance of building permits.</p>	See above.	Prior to Grading Plan/ Building Permit Issuance	City Planning Director
23	<p>Any use involving hazardous materials will require site plan review and/or a Conditional Use Permit to minimize land use conflict. Said review shall involve all agencies with jurisdiction such as the local Air Quality Management District and Regional Water Quality Control Board.</p>	See above.	Prior to Grading Plan/ Building Permit Issuance	Prior to Grading Plan/ Building Permit Issuance
24	<p>TRAFFIC AND CIRCULATION A traffic study shall be prepared and approved by the City Traffic Engineer for any tract or parcel map filed within the Specific</p>	<p>Prior to the issuance of any Certificates of Occupancy, the mitigation measures shall be completed by the developer and subject to the approval of the City Engineer.</p>	Prior to Occupancy Permit Issuance	City Engineer

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>Plan area. At the discretion of the City Traffic Engineer, a focused traffic study may also be required for each future development proposal within the Antelope Valley Business Park Specific Plan area. The traffic study shall specifically identify the timing for compliance with required mitigation measures listed below and confirm that additional mitigation measures are not needed to mitigate the individual and cumulative traffic and circulation impacts of each future development:</p>			
24a	<p>Install ultimate improvements along the east side of 10th Street West, adjacent to the subject project. Install ultimate improvements along the south side of Avenue M adjacent to the project.</p>	<p>See above.</p>	<p>Prior to Occupancy Permit Issuance</p>	
24b	<p>Improve all streets within the project to City of Palmdale standards.</p>	<p>See above.</p>	<p>Prior to Occupancy Permit Issuance</p>	<p>City Engineer City Engineer City Engineer</p>
24c	<p>Install a traffic signal at M-4 alignment and 10th Street West.</p>	<p>See above.</p>	<p>Prior to Occupancy Permit Issuance</p>	

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

er	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	Install left-turn phasing on signals at Avenue M and 10th Street West. Relocate and upgrade signal facilities at the southeast and northwest quadrants of the intersection.	See above.	Prior to Occupancy Permit Issuance	City Engineer
	Upgrade the intersection to accommodate a left-turn pocket, one through lane, and one through/right-turn lane in each direction.	See above.	Prior to Occupancy Permit Issuance	City Engineer
	Install left-turn pocket on Avenue M at 6th Street West for westbound traffic. Install left-turn pockets on 10th Street West at Street A and M-4 for northbound and southbound traffic.	See above.	Prior to Occupancy Permit Issuance	City Engineer
	Develop 6th Street West to provide a left-turn pocket, a through lane, and a right-turn lane for northbound traffic. Relocate traffic signal poles on southeast and southwest quadrants.	See above.	Prior to Occupancy Permit Issuance	City Engineer
	This development should pay its fair share of the cost to add additional travel lanes along 10th Street West. Tenth Street West should be upgraded to a minimum four-lane undivided arterial highway between south of Avenue K to north of Avenue P, to join already upgraded four-lane segments of 10th Street West.	See above.	Prior to Occupancy Permit Issuance	City Engineer

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
h	<p>This development shall also pay its fair share of upgrading Avenue M/Sierra Highway dual left-turn lanes and left-turn phasing on all legs, and pay its fair share of the future signalization of Avenue M/Northbound Ramps SR 14.</p>	<p>See above.</p>	<p>Prior to Occupancy Permit Issuance</p>	<p>City Engineer</p>
i	<p>This development shall comply with all requirements of the Congestion Management Plan for the County of Los Angeles and any related City of Palmdale requirements. This shall include, but is not limited to, trip reduction, deficiency plan, traffic and public transportation requirements and improvements, and impact fee requirements. The Specific Plan developer shall designate a person or organization to implement these measures within the project.</p>	<p>See above.</p>	<p>Prior to Occupancy Permit Issuance</p>	<p>City Engineer</p>
ij	<p>Avenue M is shown on City of Palmdale future street models as an eight-lane roadway. Right-of-way may need to be dedicated from this development to accommodate this width.</p>	<p>See above.</p>	<p>Prior to Occupancy Permit Issuance</p>	<p>City Engineer</p>
ik	<p>To accommodate future traffic levels, major street intersections would have to include right-turn lanes and double left-turn lanes.</p>	<p>See above.</p>	<p>Prior to Occupancy Permit Issuance</p>	<p>City Engineer</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	Right-turn lanes shall be provided at the projects major driveways.	Prior to the approval of building permits the City Planning Department and Los Angeles County Fire Department shall review and approve site specific development plans for conformance with the above mitigation measures.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
	EMERGENCY SERVICES	The developer will be required to work with the Los Angeles County Fire Department to establish appropriate mitigation for provision of additional personnel, equipment, and facilities in the project vicinity.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
	The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
	Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration will be required.	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
	Final fire flow will be based on the size of the buildings, their relationship to other structures and property lines, and the type of construction used.	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
9	All on-site driveways shall provide a minimum unobstructed width of 26 feet clear to the sky to within 150 feet of all portions of the exterior walls of the first story of any building.	See above.	Issuance	Angeles County Fire Department
0	All driveways shall be labeled as "Fire Lane" on the final building plans. Labeling is necessary to assure the access availability for Fire Department use.	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
1	Adequate emergency access and circulation throughout and around the project shall be provided to the satisfaction of the Los Angeles County Sheriff's Department.	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
2	Adequate lighting shall be provided to enhance crime prevention and law enforcement efforts.	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
3	Proper address signs shall be provided for easy identification of locations during emergencies.	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department
4	Landscape feature standards which do not conceal potential criminal activity around	See above.	Prior to Building Permit Issuance	Planning Director and Los Angeles County Fire Department

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>buildings and in parking areas shall be provided.</p>	<p>The developer shall provide verification that a qualified archaeologist has been retained to implement the cultural resource monitoring program. This verification shall be presented in executed contract form from the archaeologist to the City Planning Department prior to the issuance of grading permits or construction activities (a qualified archaeologist is defined as an individual certified by the Society of Professional Archeologists).</p>	<p>Prior to Building Permit Issuance</p>	<p>Department City Planning Director</p>
<p>CULTURAL RESOURCES</p>	<p>Due to the possibility that early materials may be found in the trash scatter located in the western portion of the project site, it is required that monitoring of topsoil removal by a professional archaeologist be a condition of project approval for developments within this area. The professional archaeologist should attend the pregrading meeting with a representative of the City Planning Department, the developer, and the developer's grading contractor, and shall be present during grading in the trash scatter area. Should additional early materials be uncovered, grading will be halted to allow for their recovery. Material recovered will be analyzed and a report prepared documenting the findings.</p>	<p>A pregrading meeting shall be held prior to any grading activity. The pregrading meeting shall be attended by a representative of the City Planning Department, archaeologist, developer, and developer's grading contractor.</p>	<p>The Planning Department shall be notified by the developer 48 hours in advance of the start of any grading activity.</p>	

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
36	<p>PALEONTOLOGICAL RESOURCES</p> <p>For all proposed development projects within the Antelope Valley Business Park, a qualified paleontologist shall be retained to perform inspections of the site during grading. Inspections should be half-time initially and full-time if fossils are located.</p>	<p>Prior to the approval of building plans for site development within the identified trash scatter area, a monitoring results report (with map showing site locations and pictures of the site and trash scatter) shall be prepared and submitted prior to the issuance of building permits or within three months following termination of the archaeological monitoring program whichever comes first, to the Planning Department summarizing the above program.</p>	<p>Prior to Building Permit Issuance</p>	<p>Planning Director and City Engineer</p>
37	<p>Matrix samples may be collected at the discretion of the paleontologist during grading. These materials can be stockpiled to one side of the project so as not to delay development activity.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>Planning Director and City Engineer</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Item	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
<p>The paleontologist should have the power to temporarily divert or direct grading to facilitate evaluation, and if necessary, salvage of any exposed fossils.</p>	See above.	Prior to Building Permit Issuance	Planning Director and City Engineer	
<p>Any matrix samples collected should be processed at the Los Angeles County Museum, or another facility, for microfossils.</p>	See above.	Prior to Building Permit Issuance	Planning Director and City Engineer	
<p>Any fossils collected should be identified and donated to a public institution with a research and/or educational interest in the materials.</p>	See above.	Prior to Building Permit Issuance	Planning Director and City Engineer	
<p>A final report summarizing findings, including an itemized inventory and contextual stratigraphic data, should accompany the fossils to the designated repository with an additional copy sent to the appropriate Lead Agency.</p>	See above.	Prior to Building Permit Issuance	Planning Director and City Engineer	
<p>UTILITIES</p>	<p>Prior to the issuance of building permits the City Planning Department and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company) shall review and</p>	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the	
<p>Water</p>	<p>Provision of water service to the proposed project will be required as part of project development and will occur to the satisfac-</p>			

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>tion of the City of Palmdale prior to approval of building permits for the project. Project implementation will require mitigation in coordination with the City of Palmdale, Los Angeles County Waterworks District No. 4, and the Los Angeles County Fire Department.</p>	<p>approve site specific development plans for conformance with the above mitigation measures and receive proper notification from the developer for use of the utilities addressed above.</p>		<p>Palmdale Disposal Company)</p>
43	<p>The following State laws require water-efficient plumbing fixtures in structures:</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>
43a	<p>Low-flush toilets and urinals are required in virtually all buildings (as required in Health and Safety Code Section 17921.3).</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
13b	Efficiency standards must be met that give the maximum flow rate of all new showerheads, lavatory faucets, and sink faucets, as specified in the standard approved by the American National Standards Institute on November 16, 1979 (pursuant to Title 20, California Administrative Code Section 1604(f) (Appliance Efficiency Standards)).	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
13c	No new water conveyance appliance may be sold or offered for sale in California that is not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards (Title 20, California Administrative Code Section 1606(b) (Appliance Efficiency Standards)).	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
13d	Installation of water fixtures is prohibited unless the manufacturer has certified to the CEC compliance with the flow rate standards (Title 24 of the California Administrative Code Section 2-5307(b)).	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

ber	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>Pipe insulation is required to reduce water used before hot water reaches equipment or fixtures. Insulation of water heating systems is also required (Title 24, California Administrative Code Section 2-5352(i) and (j)).</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>
	<p>Government Code Section 7800 specifies that lavatories in all public facilities constructed after January 1, 1985 be equipped with self-closing faucets that limit the flow of hot water.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>
	<p>The following measures are recommended to be implemented to conserve water in the interior of buildings:</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
44a	Supply line pressure: Reduce water pressure greater than 50 pounds per square inch (psi) to 50 psi or less by means of a pressure-reducing valve.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
44b	Ultra-low-flush toilets: Install one and one-half gallons per flush toilets in all new construction.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
44c	Drinking fountains: Equip drinking fountains with self-closing valves.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
44d	Restaurants: Use water-conserving models of dishwashers with spray emitters that have been retrofitted for reduced flow.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
45	The following measures are recommended to be implemented to conserve water in exterior areas throughout the specific plan:	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
45a	Landscape with low-water-using plants wherever feasible.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
45b	Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields. When lawn is used, require warm season grasses.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
45c	Group plants of similar water use to reduce overirrigation of low-water-using plants.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
45d	Provide information to occupants regarding benefits of low-water-using landscaping and sources of additional assistance.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

umber	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
15c	Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
15f	Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
45g	Use pervious paving materials whenever feasible to reduce surface water runoff and to aid in groundwater recharge.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM**
(continued)

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
45h	Grade slopes so that runoff of surface water is minimized.	See above.	Prior to Building Permit Issuance	Palmdale Disposal Company City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
45i	Investigate the feasibility of using reclaimed wastewater, stored rainwater, or gray water for irrigation.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
46	Sewer The project developer will be required to pay prevailing sewer assessment fees, provide adequate on-site wastewater conveyance facilities, and will conform with City Public Works Department and the Los Angeles County	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
7	<p>Sanitation District No. 14 development standards pertaining to wastewater.</p> <p>Future site tenants shall comply with all federal and state regulations for stormwater discharges.</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p> <p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>
8	<p>Solid Waste</p> <p>Information shall be provided by the Specific Plan developer to new business owners concerning the recycling services in the development area. Said information shall identify nearby recycling centers, identify possible markets for recyclables in the area, and suggest to the business owners that they recycle glass, metal, paper, cardboard, and other materials to the maximum extent feasible. The information shall have a signature page which states that the building owner has</p>	<p>See above.</p>	<p>Prior to Building Permit Issuance</p>	<p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	<p>read and understands the information and, therefore, will comply with the measures.</p> <p>Prior to building design approvals by the Planning Department, source separation facilities shall be incorporated into building design to insure that materials such as metals, glass, paper, plastics, and composting matter be recycled.</p>	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
	<p>Insulation and other products made of recycled materials shall be used in the construction of commercial, office, and industrial buildings.</p>	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
	<p>The Specific Plan landscape design guidelines for developments and streetscapes shall be developed to include drought resistant plant materials (xeriscape concepts) which will have minimal maintenance needs generating</p>	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
	less yard wastes for disposal at County landfills.			Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
52	Prior to issuance of occupancy permits, subsequent project applicants shall comply with the City Waste Reduction and Recycling section of the Solid Waste Management Plan as determined by the Planning Department or the City's Solid Waste Coordinator.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)
53	Trash receptacle design guidelines/standards for the commercial/industrial developments shall include siting of recycling facilities within trash receptacle enclosures. The design shall be approved by the Planning Department or the City's Solid Waste Coordinator prior to site plan or conditional use permit approval.	See above.	Prior to Building Permit Issuance	City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)

**ANTELOPE VALLEY BUSINESS PARK SPECIFIC PLAN
MITIGATION MONITORING PROGRAM
(continued)**

Number	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party
54	<p>Prior to issuance of occupancy permits, trash compactors shall also be required for large waste generators to reduce waste volumes and to minimize impacts to landfill capacities. Identification of "large" waste generators is at the discretion of the City Planning Department.</p>	See above.	Prior to Building Permit Issuance	<p>City Planning Director and appropriate utility agencies (Los Angeles County Waterworks District No. 4, Los Angeles County Sanitation District No. 14, and the Palmdale Disposal Company)</p>

ATTACHMENT IV

PLANNING COMMISSION RESOLUTION NO. 92-29

CITY OF PALMDALE
LOS ANGELES COUNTY, CALIFORNIA
RESOLUTION NO. 92-29

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALMDALE RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE ENVIRONMENTAL IMPACT REPORT NUMBER 90-03 FOR SPECIFIC PLAN 89-04, TENTATIVE TRACT MAP 44769 AND THE LUSK DEVELOPMENT AGREEMENT.

THE PLANNING COMMISSION OF THE CITY OF PALMDALE HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. Applications were duly filed by the applicant, The Lusk Company, requesting the approval of Specific Plan 89-04, Tentative Tract 44769 and the Lusk Development Agreement. The project site is a 120 acre parcel generally bounded by Avenue M on the north, the alignment of Avenue M-6 on the south, the Amargosa Creek Flood Control Channel on the east and 10th Street West on the west.

Section 2. On October 25, 1990, a contract was entered into between the City, the applicant and RECON/Regional Environmental Consultants of Riverside, California whereby RECON agreed to be the lead consultant for the preparation of the EIR for the project.

Section 3. An initial study was prepared for the project by the Planning Department Staff, pursuant to Section 15063 of the State CEQA Guidelines. The initial study, which was completed on November 21, 1990, identified that there was substantial evidence that the project may have a significant impact on several environmental resources and governmental services. Pursuant to State CEQA Guidelines 15064 and 15081, a decision was made to prepare an Environmental Impact Report ("EIR") for the project.

Section 4. On November 28, 1990, a Notice of Preparation for the EIR was prepared and sent to the State Clearinghouse in the Office of Planning and Research for the State of California and to other responsible agencies. Thereafter, screencheck versions of the Draft EIR were presented to the City on January 24, 1991, June 17, 1991, and September 20, 1991 and a preliminary draft of the EIR was presented on October, 22, 1991.

Section 5. On October 29, 1991, the Draft EIR was completed. Pursuant to State CEQA Guidelines Section 15085, the City prepared a Notice of Completion of the Draft EIR which was filed with the State Office of Planning and Research on November 4, 1991. The EIR was circulated to interested agencies between November 5, 1991 and December 20, 1991 for a 45-day comment period pursuant to State CEQA Guidelines Section 15087. Comments were received and responses prepared and incorporated into the EIR. A copy of the EIR is on file in the office of the Planning Department.

Section 6. The Planning Commission held a public hearing on the Draft EIR on May 7, 1992. Notice of the time, place and subject matter of the public hearing was published in the Antelope Valley Press in accordance with the requirements of Public Resources Code Section 21092 and a copy of such notice was filed with the Los Angeles County Clerk, in accordance with the requirements of Public Resources Code Section 21092.3.

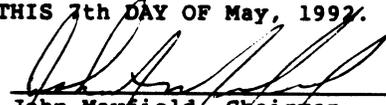
Section 7. The Planning Commission hereby finds that the Draft EIR, the comments to the EIR and the responses to those comments have been received by the Commission, that the Commission has reviewed and considered those documents prior to acting on the applications, and finds, pursuant to State CEQA Guidelines Section 15090, that the Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines and the City's CEQA Guidelines.

Section 8. The Planning Commission finds that the additional information provided in the staff report and any attachments accompanying the EIR, and Exhibit "A" does not represent significant new information so as to require recirculation of the EIR pursuant to Public Resources Code Section 21092.1.

Section 9. The Planning Commission hereby recommends that the City Council certify Final EIR 90-03 which consists of the Draft EIR, any comments received, any responses of the City to the comments received, and other materials as set forth in the staff report dated May 7, 1992 and in the attached conditions contained in Exhibits "A" and "B" to this Resolution. This EIR was prepared for the Specific Plan 89-04, Tentative Tract 44769 and the Lusk Development Agreement. The Planning Commission's recommendation is subject to those conditions contained in Exhibits "A" and "B" to this Resolution.

Section 10. The Planning Commission has also reviewed and considered the Mitigation Monitoring Program contained in Exhibit "B" for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The Planning Commission therefore recommends that the City Council adopt the Mitigation Monitoring Program for EIR 90-03.

PASSED, APPROVED AND ADOPTED THIS 7th DAY OF May, 1992.



John Mayfield, Chairman
Palmdale Planning Commission

ATTEST:



Sue Thompson, Deputy City Clerk

wp9460

ATTACHMENT V

CITY COUNCIL RESOLUTION NO. 92-103

CITY OF PALMDALE

COUNTY OF LOS ANGELES, CALIFORNIA

RESOLUTION NO. 92-103

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALMDALE, CALIFORNIA CERTIFYING ENVIRONMENTAL IMPACT REPORT 90-3, SUBJECT TO CERTAIN SPECIFIED CONDITIONS.

THE CITY COUNCIL OF THE CITY OF PALMDALE DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Applications were duly filed by the applicant, The Lusk Company, with respect to 120 acres of real property (hereinafter referred to as "the Territory") which is described in Exhibit "A" and depicted on Exhibit "B", attached hereto, requesting approval of Specific Plan 90-04. The Territory is within an area generally bounded by Avenue M on the north, the alignment of M-6 on the south, the Amargosa Creek on the east, and 10th Street West on the west.

Section 2. The City of Palmdale's existing General Plan land use designation for the Territory is Light Industrial. The proposed General Plan land use designation for the Territory is a Specific Plan development.

Section 3. An initial study was prepared for the Project by the Planning Department staff, pursuant to Section 15063 of the State CEQA Guidelines. The initial study, which was completed on November 21, 1990, identified that there was substantial evidence that the Project may have a significant environmental impact on several environmental resources and governmental services. Pursuant to State CEQA Guidelines 15064 and 15081, a decision was made to prepare an Environmental Impact Report ("EIR") for the Project.

Section 4. On November 28, 1990, a Notice of Preparation for the EIR was prepared and sent to the State Clearinghouse in the Office of Planning and Research for the State of California and to other responsible agencies.

Section 5. On October 25, 1990 a contract was entered into between the City, the applicant and Regional Environmental Consultants (RECON) of San Diego, California whereby RECON agreed to be the lead consultant for the preparation of the Draft and Final EIR for the Project. Thereafter, screencheck versions of the Draft EIR were presented to the City on July 12, 1990, January 22, 1991, June 17, 1991 and September 20, 1991.

Section 6. On October 29, 1991, the Draft EIR was completed. Pursuant to State CEQA Guidelines Section 15085, the City prepared a Notice of Completion of the Draft EIR which was filed with the State Office of Planning and Research on November 4, 1991. The EIR was circulated to interested agencies between November 5, 1991 and December 20, 1991 for a 45 day comment period pursuant to State CEQA Guidelines Section 15087. Comments were received and responses prepared and incorporated into the EIR. A copy of the EIR is on file in the office of the Planning Department.

Section 7. The Planning Commission held a public hearing on the Draft EIR on May 7, 1992 at City Hall Council Chambers, 708 E. Palmdale Blvd., Palmdale California. Notice of the time, place and subject matter of the public hearing was published in the Antelope Valley Press on Sunday, May 17, 1992 in accordance with the requirements of Public Resources Code

Section 21092, and a copy of such notice was filed with Los Angeles County Clerk, in accordance with the requirements of Public Resources Code Section 21092.3.

Section 8. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid public hearing, including but not limited to the staff report dated May 7, 1992, along with testimony by the applicant.

Section 9. The Planning Commission adopted Resolution No. 92-29 on May 7, 1992 recommending that the City Council certify the EIR, and certain amendments thereto as contained in Exhibits "A" and "B", attached to that Resolution.

Section 10. The City Council conducted a public hearing on EIR 90-03 on June 11, 1992 at 7:30 p.m. at City Hall, Council Chambers, 708 E. Palmdale Blvd., Palmdale California. Notice of the time, place and purpose of the aforesaid meeting was duly provided in accordance with California Government Code Sections 65355 and 65090, and Public Resources Code Section 21092. A copy of the Final EIR, including the Draft EIR, the comments to the EIR, the responses to the comments and the Planning Commission's Resolution with amended language to the EIR and mitigation measures have been available for public inspection in the Planning Department of the City and in the Council Chambers during the public hearing on the Project.

Section 11. Evidence, both written and oral, was duly presented to and considered by the City Council at the aforesaid public hearing, including but not limited to the staff report dated June 11, 1992.

Section 12. The City Council finds that the Draft EIR, the comments to the EIR and the responses to those comments have been received by the City Council, that the City Council has reviewed and considered those documents prior to acting on the applications, and finds, pursuant to State CEQA Guidelines Section 15090, that the Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines and the City's local CEQA guidelines. The City Council further finds, pursuant to Public Resources Code Section 21082.1 and State CEQA Guidelines Section 15084 (e) that the EIR has been independently analyzed by City Staff, the Planning Commission and the City Council, and that the EIR represents and reflects the independent judgement of the City with respect to these applications.

Section 13. The City Council finds that the additional information provided in the staff report accompanying the EIR, and the evidence presented in written and oral testimony presented at the above referenced hearing does not represent significant new information so as to require recirculation of the EIR pursuant to Public Resources Code Section 21092.1

Section 14. Based upon the aforementioned findings, the City Council hereby certifies Final EIR 90-3 which consists of the Draft EIR, the list of persons and organizations consulted by the City upon completion of the Draft EIR, any comments received, any responses of the City to the comments received, and other materials as set forth in the Planning Commission staff report dated May 7, 1992, subject to the following conditions:

A. That revisions to the Environmental Impact Report text are made as contained in Exhibit "A" of Planning Commission Resolution No. 92-29.

Section 15. The City Council has reviewed and considered the Mitigation Monitoring Program for the EIR that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during Project implementation. The City Council hereby adopts the Mitigation Monitoring Program for EIR 90-3.

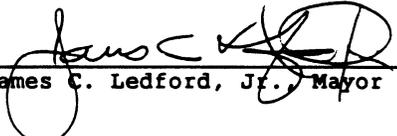
Section 16. The City Clerk shall certify to the adoption of this Resolution, and shall transmit a copy of this Resolution to the applicant.

PASSED, APPROVED and ADOPTED this 11th day of June, 1992, by the following vote:

AYES: Councilmembers Myers, Davies, Jones, Root & Mayor Ledford

NOES: None

ABSENT: None ABSTAIN: None


James C. Ledford, Jr., Mayor

ATTEST:


Victoria L. Denham, City Clerk

Approved As to Form:


assd. Kevin L. Ennis
City Attorney

EXHIBIT A

LEGAL DESCRIPTION

SPECIFIC PLAN 89-4

LOT 2 AND LOT 1 IN THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

EXCEPT THAT PORTION OF SAID LOT 1 DESCRIBED AS FOLLOWS:

Beginning at the southwest corner of said Lot 1, said southwest corner being the True Point of Beginning; thence northerly along the West line of said Lot 1, said West line being the West line of said Section 3, North $0^{\circ}07'20''$ West 668.74 feet; thence North $89^{\circ}56'08''$ East 2674.18 feet more or less to the East line of said lot 1, said East line also being the East line of the Northwest Quarter of said Section 3; thence along said East line South $0^{\circ}01'19''$ East 671.19 feet, more or less to the southeast corner of the Northwest Quarter of said Section 3; thence South $89^{\circ}59'17''$ West 2673.01 feet more or less to the True Point of Beginning.

THAT PORTION OF LOT 1 IN THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND DESCRIBED AS FOLLOWS:

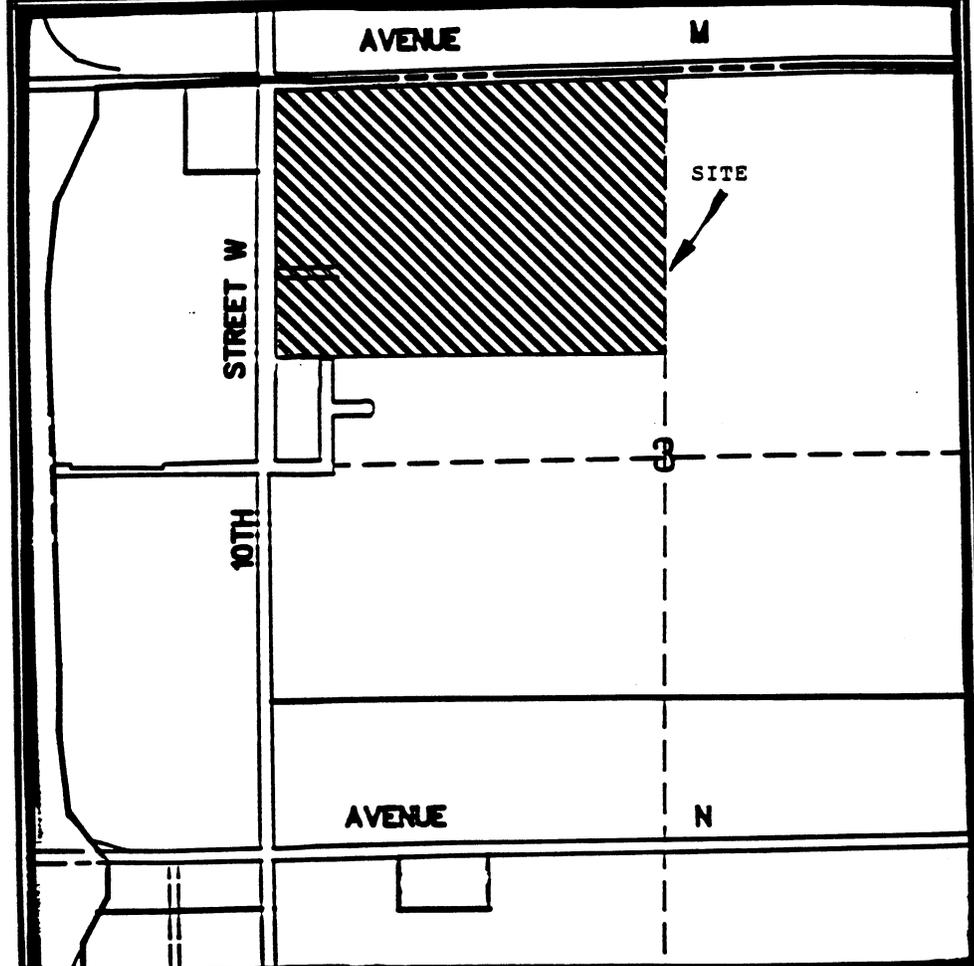
Beginning at the southwest corner of said Lot 1, said southwest corner being the True Point of Beginning; thence northerly along the West line of said Lot 1, said West line being the West line of said Section 3, North $0^{\circ}07'20''$ West 668.74 feet; thence North $89^{\circ}56'08''$ East 2674.18 feet more or less to the East line of said lot 1, said East line also being the East line of the Northwest Quarter of said Section 3; thence along said East line South $0^{\circ}01'19''$ East 671.19 feet, more or less to the southeast corner of said Lot 1, said southeast corner also being the southeast corner of the Northwest Quarter of said Section 3; thence South $89^{\circ}59'17''$ West 2673.01 feet more or less to the True Point of Beginning.

wpl692

VICINITY MAP

CASE NO. SPECIFIC PLAN 89-4

NOTE: THIS MAP IS APPROXIMATE AND NOT TO SCALE



PLANNING DEPARTMENT

38306 9th Street East, Palmdale, CA 93550

