

**Swain, Jocelyn**

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**From:** DLake [theheadlake@adelphia.net]  
**Sent:** Thursday, June 14, 2007 6:27 PM  
**To:** Swain, Jocelyn  
**Subject:** FW: EIR Letter of concern

-----Original Message-----

**From:** DLake [mailto:theheadlake@adelphia.net]  
**Sent:** Tuesday, June 12, 2007 9:24 PM  
**To:** 'jswain@cityoflanaster.org'  
**Subject:** EIR Letter of concern

June 12, 2007

David Lake  
42158 Ash Ct.  
Lancaster, Ca 93536

Joyce Swain, Associate Planner, Environmental  
City of Lancaster  
Planning Department  
44933 N. Fern Avenue  
Lancaster, CA 93534

Dear Mr. Ludicke:

I am writing this letter to express my extreme concern about the proposed Lane Ranch Towne Center and The Commons at Quartz Hill. My name is David Lake and I moved my family from east Palmdale three years ago to escape the very problems these two projects will most definitely create; crime, increased traffic, loss of rural atmosphere, and loss of quality of life in general. The area around 60<sup>th</sup> Street West and Avenue L in the past has been a place of history (Lane Ranch) and an area where people feel they can take evening walks or bicycle rides. The football games at Quartz Hill in the fall give the feeling of living in Middle America. These proposed developments will bring all that to an end. Just looking at the number of parking spaces for each of the plans says that a drastic change in traffic is expected. This will pose a great danger to students going to and from not just Quartz Hill High School but also Joe Walker Middle School a block away. Traffic already comes to a standstill when school lets out at the high school. I can easily predict pedestrian injuries and complaints from the businesses when parents use the parking spaces to wait for their children. I also have to wonder what the explanation will be when the inevitable robbery occurs and the robber(s) break into the high school and take hostages (or worse). Wal-Mart's own internal memos acknowledge that their stores invite increased crime and discuss how to push it toward other stores near them. Retail complexes have no business being in near proximity to any school. Quartz Hill and the neighboring portions of Lancaster have been and desire to continue to be a place where people come to live a slower, more relaxing lifestyle and retail developments of this sort being planned will surely bring that to an end. We like our quiet strolls around town and do a great deal of business with the local businesses on 59<sup>th</sup> Street West. These are the same businesses that the big box stores enjoy closing. Wal-Mart has long history of this. We have four in the Antelope Valley already. Why do we need another?

6/15/2007

When this EIR is presented to the planning commission I hope you will seriously consider the needs of the people and not the bend to the greed of the corporations.

Sincerely,  
David Lake

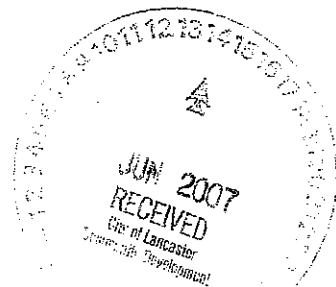
6/15/2007

**Swain, Jocelyn**

**From:** RL [koniko@adelphia.net]  
**Sent:** Thursday, June 14, 2007 6:34 PM  
**To:** Swain, Jocelyn  
**Subject:** FW: The Commons at Quartz Hill and Lane Ranch Towne Center

-----Original Message-----

**From:** RL [mailto:koniko@adelphia.net]  
**Sent:** Tuesday, June 12, 2007 8:46 PM  
**To:** jswain@cityoflanaster.org  
**Subject:** The Commons at Quartz Hill and Lane Ranch Towne Center



June 12, 2007

Reva Lake  
42158 Ash Ct.  
Lancaster, CA 93536

Jocelyn Swain, Associate Planner, Environmental  
City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534

Dear Jocelyn Swain:

I am writing in regards to The Commons at Quartz Hill and Lane Ranch Towne Center projects. My family and I moved to this area almost three years ago. Although it took every penny we had, it was it to have our youngest two children go to Quartz Hill High School. Both of these projects would directly not just our quality of life, but also my children's safety as they walk to and from school. Please consider re-zoning the area around 60<sup>th</sup> West and L would affect all the children who go to Quartz Hill High School. Schools should be in residential areas, not surrounded by large retail stores that increase traffic and put children's safety at risk. Traffic in this area already heavy due to the dropping off and picking up of students. I am also concerned about an increase in crime that may occur if these projects take place. My daughter will be involved in after school activities and will be walking home later than most of the other children.

Thank you for your time,  
Reva Lake

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

Written comments may be provided below and submitted at the public scoping meeting or mailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: (661) 723-5926

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address:

REVA LAKE  
42158 Ash Ct.  
LANCASTER, CA 93536

Comments:

PLEASE HAVE THIS REPORT INCLUDE: QUALITY OF LIFE ISSUES,  
IMPACT ON LOCAL BUSINESSES, INCREASED TRAFFIC AND  
CRIME (IMPACT ON CHILDREN -) WILL ANY OF THESE  
BUSINESSES SELL ALCOHOL, TOBACCO, AMMUNITION - ACROSS  
FROM A HIGH SCHOOL?



**Swain, Jocelyn**

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**From:** Josh Bloss [joshuabloss@yahoo.com]  
**Sent:** Sunday, June 10, 2007 5:39 PM  
**To:** Swain, Jocelyn  
**Subject:** Lane Ranch Towne Center/The Commons

Dear Ms. Swain,

Thank you for the mailing on the Lane Ranch Towne Center and The Commons proposed for 60th West and L in Lancaster.

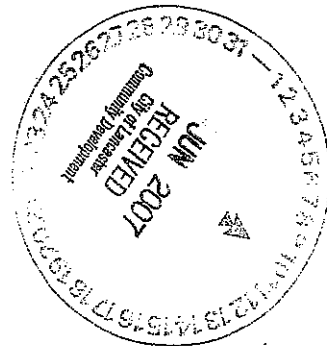
Please do not make the General Plan Amendments and Zone Changes needed for these projects. We do not need these immense commercial developments in our neighborhood. We moved out to this part of town to get away from all that. We want to shop with the local merchants or do our shopping "in town." And we certainly don't need another Walmart anywhere in the Antelope Valley! I don't know of any community our size in the whole state of California which has so many Walmarts per capita.

This is a great deal for the Lane family and the developers. It is a very bad deal for us as parents and homeowners.

Sincerely,  
Heidie Rigert

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Expecting? Get great news right away with email Auto-Check.  
Try the Yahoo! Mail Beta.  
[http://advision.webevents.yahoo.com/mailbeta/newmail\\_tools.html](http://advision.webevents.yahoo.com/mailbeta/newmail_tools.html)





City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

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Fax: (661) 723-5926

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Name/Address:

Bruce B. Hailstone  
5008 West Avenue L  
Quartz Hill, CA 93536

Comments:

WALMART ACROSS FROM ANY HIGH SCHOOL IS POLITICS AT IT'S WORST. SUCH A DEVELOPMENT IN SUCH PROXIMITY OF OUR QH HIGH SCHOOL IS SOCIAL IRRESPONSIBILITY. SUCH DEVELOPMENT IS NOT GOOD FOR OUR CHILDREN. TRAFFIC MANAGEMENT IS A MAJOR CONCERN FOR THE SERVICE ROADS BEYOND THE IMMEDIATE CORNER.



**City of Lancaster  
Public Scoping Meeting**

**June 14, 2007**

**Lane Ranch Towne Center  
The Commons at Quartz Hill**

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Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: (661) 723-5926

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address:

Vincent Dany  
5762 west Ave K-14  
Lancaster CA 93536

Comments:

traffic, crime, Home price, school; police  
trash, drugs, Homeless, water, noise,  
Animals,

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

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Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: (661) 723-5926

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address:

MARY BRODOK  
4511 West Avenue M-4  
Quartz Hill CA 93536

Comments:

There is not enough street infrastructure to handle both the school and the Shopping Center traffic.

**Swain, Jocelyn**

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**From:** Indira Renderos [ierender@yahoo.com]  
**Sent:** Tuesday, June 12, 2007 5:13 PM  
**To:** jswain@cityoflanaster.org; rendei@dcfs.lacounty.gov; i re  
**Subject:** The Commons at Quartz Hill & Lane Ranch Towne Center



Ms. Swain:

I am writing to express my concerns in regards the above named projects.

I have lived in Quartz Hill (off of 60th and L-6) since Oct. of 2006. My family and I chose this area as we like the small town, small community feel of it.

Approving either project will take that away from our family, our neighbors and neighborhood. We come from Los Angeles and truly enjoy the feel of this community. Approving the projects will bring more crime, smog, people, cars, vandalism, trash, sense of security and safety, noise, dirt and traffic, to name a few. In short you will be making a smaller "LA" in our community.

We have children who will begin Joe Walker in two years. We planned to allow them to walk to school but now we are not sure of that. We fear that our children and those in the community will be at greater risk if these projects are approved.

I am against these projects.

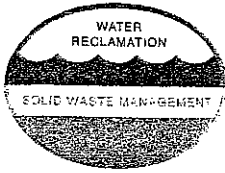
Please inform me of who else I should forward this email to, or who else I need to contact to express my concerns.

Sincerely,

Indira Renderos  
Quartz Hill resident

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Be a better Heartthrob. Get better relationship answers from someone who knows.  
Yahoo! Answers - Check it out.



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
[www.lacsd.org](http://www.lacsd.org)

STEPHEN R. MAGUIN  
Chief Engineer and General Manager

June 7, 2007

File No: 14-00.04-00

Ms. Jocelyn Swain, Associate Planner  
Planning Department  
City of Lancaster  
44933 North Fern Avenue  
Lancaster, CA 93534-2461

Dear Ms. Swain:

**Lane Ranch Towne Center (CUP 06-08) and  
The Commons at Quartz Hill (CUP 06-09 TPM 068150)**

The County Sanitation Districts of Los Angeles County (Districts) received Notices of Preparation of Draft Environmental Impact Reports for the subject projects on June 4, 2007. We offer the following comments regarding sewerage service:

1. Previous comments submitted by the Districts in correspondence dated September 27, 2006 for CUP 06-08 and October 5, 2006 for CUP 06-09 (copies enclosed) still apply to the subject projects with the following updated information.
2. The Districts' 36-inch diameter Avenue J West Trunk Sewer conveyed a peak flow of 1 million gallons per day (mgd) when last measured in 2006.
3. The Lancaster Water Reclamation Plant currently processes an average flow of 15 mgd.
4. The expected average wastewater flow from the Lane Ranch Towne Center is 52,816 gallons per day (gpd) and from The Commons at Quartz Hill is 47,545 gpd. For a copy of the Districts' average wastewater generation factors, go to [www.lacsd.org](http://www.lacsd.org), Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2.
5. For a copy of the Districts' Annexation Information and Processing Fees sheets, go to [www.lacsd.org](http://www.lacsd.org), Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2.
6. For a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org), Information Center, Wastewater Services, Obtain Will Serve Letter, and click on the appropriate link on page 2.

Ms. Jocelyn Swain

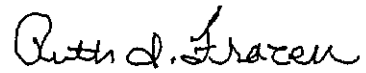
-2-

June 7, 2007

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

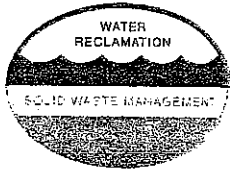


Ruth I. Frazen  
Engineering Technician  
Facilities Planning Department

RIF:rf

Enclosures

cc: M. Tremblay  
S. Espinoza  
M. Cabrera



COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

STEPHEN R. MAGUIN  
Chief Engineer and General Manager

September 27, 2006

File No: 14-00.00-00

Ms. Beverly J. Cox, Planning Technician  
Department of Community Development  
City of Lancaster  
44933 North Fern Avenue  
Lancaster, CA 93534-2461

COPY

Dear Ms. Cox:

**General Plan Amendment No. 06-03,  
Zone Change No. 06-03, Conditional Use Permit No. 06-08**

The County Sanitation Districts of Los Angeles County (Districts) received the letter and plans for the subject project, forwarded by your office, on September 26, 2006. The proposed development is located within the jurisdictional boundaries of District No. 14. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' 55<sup>th</sup> Street West Trunk Sewer, located in Avenue L at 52<sup>nd</sup> Street West. This 15-inch diameter trunk sewer has a design capacity of 1.66 million gallons per day (mgd) and conveyed a peak flow at capacity when last measured in 2006. Availability of sewer capacity depends upon project size and timing of connection to the sewerage system. Because there are other proposed developments in the area, the availability of trunk sewer capacity should be verified as the project advances. Please submit a copy of the project's build-out schedule to the undersigned to ensure the project is considered in planning future sewerage system relief and replacement projects.
2. The wastewater generated by the proposed project will be treated at the Lancaster Water Reclamation Plant, which has a design capacity of 16 mgd and currently processes an average flow of 14.4 mgd.
3. The expected average wastewater flow from the project site is 105,322 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is



enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

James F. Stahl

A large, stylized handwritten signature in black ink, appearing to read 'Ruth I. Frazen', is written over the printed name.

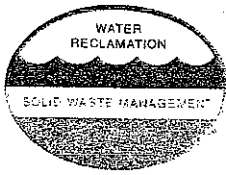
Ruth I. Frazen  
Engineering Technician  
Facilities Planning Department

RIF:rf

Enclosure

c: T. Sung  
S. Espinoza

694552.1



COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.locsd.org

STEPHEN R. MAGUIN  
Chief Engineer and General Manager

October 5, 2006

File No: 14-00.00-00

Mr. Chris Scheppler  
Tait & Associates, Inc.  
701 North Parkcenter Drive  
Santa Ana, CA 92705

COPY

Dear Mr. Scheppler:

**Proposed Commercial Shopping Center  
at the Northwest Corner of 60<sup>th</sup> Street West and Avenue L in Lancaster**

This is in reply to your request for a will serve letter for the subject project, which was received by the County Sanitation Districts of Los Angeles County (Districts) on October 3, 2006. We offer the following comments regarding sewerage service:

1. The area in question is outside the jurisdictional boundaries of the Districts and will require annexation into District No. 14 before sewerage service can be provided to the proposed development. For specific information regarding the annexation procedure and fees, please contact Ms. Margarita Cabrera at extension 2708. Copies of the Districts' Annexation Information and Processing Fees sheets are enclosed for your convenience.
2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Avenue J West Trunk Sewer, located in Avenue J at 60<sup>th</sup> Street West. This 36-inch diameter trunk sewer has a design capacity of 15.9 million gallons per day (mgd) and conveyed a peak flow of 0.2 mgd when last measured in 2004.
3. The wastewater generated by the proposed project will be treated at the Lancaster Water Reclamation Plant, which has a design capacity of 16 mgd and currently processes an average flow of 14.4 mgd.
4. The expected average wastewater flow from the project site is 40,091 gallons per day.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is


enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

James F. Stahl

  
Ruth I. Frazen

Engineering Technician  
Facilities Planning Department

RIF:rf

Enclosures

c: M. Cabrera

697113.1

**Swain, Jocelyn**

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**From:** Carmen [carmsworld@adelphia.net]  
**Sent:** Sunday, June 17, 2007 6:21 PM  
**To:** AV Press Editor  
**Cc:** Reyes, Joy; tcrosby@cityoflancasterca.org; Swain, Jocelyn  
**Subject:** We Oppose The Walmart & Target

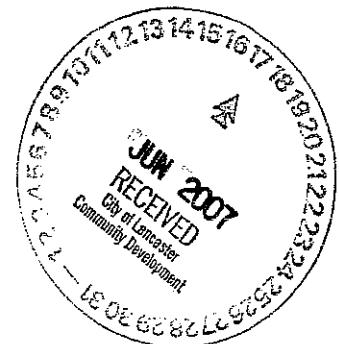
My husband and I attended the meeting at Wal-Mart on Thursday evening, June 14, 2007 and will not miss the meeting next Tuesday on June 19th. I just want it to be said, and ask that you please print this on behalf of so many residents of the Antelope Valley, old and new. As in every community there are choices as to where one buys their home. In this Valley, I can't imagine that there are many, if any, that decide to move from the Westside to the eastside or central Antelope Valley; however there are many that move from the east or central areas of the Valley to the Westside for a better quality of life and a more quiet atmosphere. We pay more for our homes, because we choose not to live by super-centers, the mall, the hustle and bustle of convenience. We move to the Westside so that we can enjoy the quiet, less commercialized Valley. We have four super-centers in the AV already. By building two more major super centers directly across from the highest rated high school in this Valley, Quartz Hill High School, not to mention within 2 miles from Sundown Elementary and JoeWalker Middle School, the City of Lancaster is proposing to level the playing field and in doing this will continue to increase the crime, low-cost housing, etc. in this Valley. By building a Wal-Mart superstore and even a Target superstore, the home values will drop, the crime will increase. It's a fact! There is not a need in this community for another super-store. It will bring nothing positive, but 100 negatives. Build it, and they will come Refer to the front page of the LA times dated Sunday, June 17th (Section 8 housing). If the City of Lancaster truly wants, and has the best interest of our citizens in mind, then please STOP THE MADNESS - - What's next, Wal-Mart moves to Lake Elizabeth or Leona Valley? Just how many Wal-Marts does one small Valley need. Build the houses, build a professional plaza if you need to, but please do not build another discount shopping center.

Carmen Roberts

42331 Seville Circle

Lancaster, CA 93536

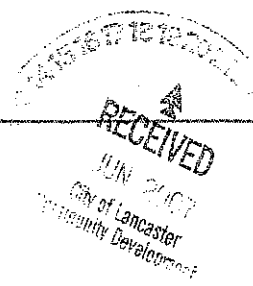
661 618-0040



6/18/2007

Swain, Jocelyn

From: hicklingfam@aol.com  
Sent: Wednesday, June 20, 2007 11:37 AM  
To: Swain, Jocelyn  
Subject: WallMart project at 60th. st./Ave L



The following is a list of issues I have with the proposed Walmart/Target developments at the corner of Ave L/60th St. West.

- The businesses will monopolize the already under staffed law enforcement assets in the area.
- The Home Depot will bring day laborers into close proximity to the students from Quartz Hill High School.
- Traffic in the area is already congested . The addition of traffic from the proposed stores will be terrible and there will not be effective and timely resolutions forthcoming.
- Businesses located on 60th St. will be ideal targets for robbers and car burglars. This will result in violent crimes being committed across the street from Quartz Hill High School.
- There will be a problem with students loitering at the fast food establishments across from the High School. This will happen before school, after school and after sporting events and other after school functions.

The right businesses in the right place are an asset to the community. There is a Walmart store on 10th Street. It is located near other stores and the A.V. Mall. That store is appropriately located. The proposed Walmart location is between homes and a High School. This store will not benefit the community, it will conflict with the community. The proposed businesses do not fit the community.

Thank you

Ronald Hickling

---

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**Swain, Jocelyn**

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**From:** Ckarper [ckarper@naicapital.com]  
**Sent:** Wednesday, June 20, 2007 10:36 AM  
**To:** Swain, Jocelyn  
**Cc:** jrodriguez@naicapital.com  
**Subject:** The Commons & Lane Ranch Towne Ctr

Dear Jocelyn,

I attended the meeting last night at QHHS regarding the above-referenced proposed projects.

Would you be so kind as to forward to me via e-mail the Summary Sheets, Proposed Site Plans, and the EIR flow sheet? I would greatly appreciate it, as my access to a scanner is limited this week.

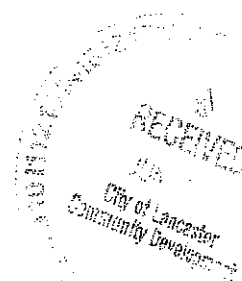
Have a wonderful day!

Sincerely,

Cathleen C. Karper

NAI Capital

(661)916-4883



6/25/2007

**Swain, Jocelyn**

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**From:** Shane Idleman [shaneidleman@roadrunner.com]

**Sent:** Wednesday, June 20, 2007 9:37 AM

**To:** Swain, Jocelyn

We're against the plans under way to build a Big-Box Superstore at the corner of W. Avenue L & 60th St.  
Thank you for your time...  
Shane



City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

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Lancaster, CA 93534-2461  
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Fax: (661) 723-5926

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address:

Connie Lockwood  
44114 30th Street West  
Lancaster, Ca 93536

Comments:

I am very concerned about traffic, increased crime, noise, air quality and depletion of natural resources such as water. I am also very concerned about the impact on small businesses in Quartz Hill.  
Target has been coming for years, but what do we need another Wal Mart for?



**Swain, Jocelyn**

**From:** Carmen [carmsworld@adelphia.net]  
**Sent:** Wednesday, June 20, 2007 10:27 AM  
**To:** dvierra@avhsd.org; r.rossall@westside.k12.ca.us  
**Cc:** mbryant@avhsd.org; r.garza@westside.k12.ca.us; r.lotts@westside.k12.ca.us; Swain, Jocelyn; Reyes, Joy; AV Press Editor; AV Press Editor  
**Subject:** Fwd: Public Scoping Meeting - 60th W and Avenue L  
**Importance:** High

School Officials ~

I, as a citizen of the westside community, as well as many others, would like to know your stance on this proposal. Although none of you have attended, at least to my knowledge, any of the public meetings, I would like to think, keeping the children of our community in mind and heart, that this would be a big concern for all of you, and that you would find it important to put on your list of things to do. If these developments are passed and built, it will affect all of your schools, specifically speaking, Quartz Hill High School, Joe Walker Middle School, Sundown Elementary School. It will have a huge impact on the students of your respective schools. I've attended numerous meetings regarding this proposal ~ Most recently, the two EIR Public Scoping Meetings held at QHHS. Where are the officials from the school district. What is your position. The public has a right to know ~

Respectfully Submitted.

Carmen Roberts

carmsworld@roadrunner.com



=====  
 Date: Wed, 20 Jun 2007 6:56:46 -0700  
 From: Carmen  
 To: jswain@cityoflancasterca.org  
 Subject: Public Scoping Meeting - 60th W and Avenue L  
 Cc: jreyes@cityoflancasterca.org

Submitted by:  
 Carmen Roberts  
 42331 Seville Circle  
 Lancaster, CA 93536

**Comments:**

Just a few of the reasons that I opposed one, not to mention, two new super centers in the Antelope Valley, more specifically speaking, the projects planned for the northwest corner and southeast corner of 60th Street West and Avenue L.

1. They are proposed to be situated directly across from Quartz Hill High School, which is already over it's intended student capacity. The traffic in the area during the school year is already beyond horrendous. This will multiply the problem by 100% or more. One of the projects is intended to be within 1 block of Joe Walker Middle School, and both will be situated within 1.5 miles from Sundown

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Elementary.

2. The safety of all students/children/adults/elderly, etc. It's a fact that crime increases in the area that surrounds these types of developments. Does the City of Lancaster want blood on their hands when a child is molested, kidnapped, or worse by the type of element that these type of shopping centers attract. I'm not implying that everyone that shops at these establishments is bad, but it's a fact that these type of developments, discount shopping, do in fact attract some pretty scary element. The crime in the area will increase significantly.

3. By building these super-centers the value of the homes in the area will decline; hence, bringing in even more "element" to our beloved Valley. How many people have you heard indicating they were moving from the Westside to the eastside to be closer to shopping, supercenters, etc. On the other hand how many people have you heard indicate that they moved from the east to the west, because they were seeking a quieter, more safe environment for their families. These people were willing to pay more for their houses to enjoy a quieter, safer atmosphere. They/We are not concerned about the "inconvenience" of driving approximately 4-5 miles into town to shop. Let's not forget, we do have four supercenters already, and that's just Wal-Mart.

4. Wal-Mart allows people to park in their parking lot (camp) for up to three days. Won't this be a nice convenience for the family members of inmates at the correctional institute down the street that would like to get an early start and be one of the first in line for visiting hours. They can come up the night before from other areas of our state, and sleep in their cars in the Wal-Mart parking lot, and be assured a first 100 space entrance when visiting their loved ones. A jump-start if you will.

5. The pollution that these stores will create should be a concern. The stores will be completely surrounded by houses and schools; hence PEOPLE. The stores and everything that goes with having this type of development will create air pollution, noise pollution. Environmentally unsafe toxic waste from those that don't regard laws and rules. You can walk through a parking lot of any Wal-Mart at any given time and see a mass amount of trash, including soiled baby diapers, bottles, cans, food, etc. Not to mention there will without a doubt be blue and red shopping carts strewn around all of the surrounding neighborhoods and schools. Do the schools plan on building a ten foot barb-wired fence around them, to keep out the bandits, the vagrants, etc. Who will be in charge of returning all of the carts each morning that were drug across the street the night before. and will be littering the school parking lot(s), etc?

6. When it rains, we are flooded. Usually at least once a year, after a rain storm there are pictures published in the AV Press showing children/people in this specific area rafting down the street because the drainage is so bad. When it rains, and we don't typically have monsoons, but rather showers, it floods. With these new developments it will again, only make the problem worse.

7. This list could go on and on and on, but I must get ready for work. :- ) I ask the City of Lancaster to say NO to the rezoning proposition. This plan will not do ANYTHING positive for this Valley. However, you can be rest assured, and I can say without even a slight doubt in my mind, if these developments go through and are built, they will be included as one more reason our Valley continues to deteriorate. Leave it as it is - Housing, okay - Commercial/Professional okay. SUPER-CENTERS - PLEASE SAY NO!!!!=====

**Swain, Jocelyn**

**From:** Reyes, Joy  
**Sent:** Thursday, June 21, 2007 11:37 AM  
**To:** Swain, Jocelyn  
**Subject:** FW: Suggestion for the intersection on Ave.L and 60th Street west



**From:** cleo goss [mailto:cleogoss@verizon.net]  
**Sent:** Thursday, June 21, 2007 10:59 AM  
**To:** Reyes, Joy; bmacpherson@puchlikdesign.com; Hearn, Henry; Sileo, Ed; Jeffra, Jim; Smith, Ron; mbelles@avpress.com  
**Subject:** Suggestion for the intersection on Ave.L and 60th Street west

A friend attending a Lancaster Council meeting told me you were interested in hearing from the public about what we would like to have. Here are two suggestions for the Ave L & 60th Street West intersection.

1. A better use for the Wal-Mart land across from Quartz Hill High School would be a major park that offers classes for youths, adults and senior citizens such as; Mommy and Me, after school programs, arts & crafts, music, dance, theater, summer programs for school age children, gymnastics, yoga for seniors, dog training, First Aid, CPR and classes in martial arts. The nearest Lancaster city park to residents on the west side is at least 4 miles away. The distance west side residents have to travel to attend a Lancaster class is more than 5 miles away; this is not a distance that can be safely traveled on foot (El Dorado Park - 5.34 miles, Jane Reynolds Park - 7.69 miles, Lancaster City Park - 8.77 miles and Skytower Park - 10.67 miles). Why can't we have a skateboard area, all year round pool and winter ice skating like Palmdale? Why do the west side residents have to go to Palmdale to jog, bike, walk a dog or fly a kite? In addition, a major park could be used by the high school for regular or event driven school parking, band & cheerleader practice, soccer or baseball practice for all age groups. A major park could be used for school and community concerts, like Palmdale's Marie Kerr Park. Since Wal-Mart has already purchased this land and it is useless to them unless it is rezoned, maybe they would be willing to trade it with land near the freeway that is already zoned commercial.
2. A better use for the remaining piece of Lane Ranch kiddy-corner from Joe Walker Junior High School would be an Antelope Valley heritage museum. The ranch house could house artifacts and other memorabilia from AV history. The barns could display farm equipment and possibly host live demonstrations for school tours. Students throughout LA County could learn about the ranching and farming history of southern California. Maybe the local 4-H club or QHHS agriculture students could give lectures and demonstrations. Maybe locals could demonstrate horse shoeing, roping, sheep sheering, wool carding, weaving and other skills to students. It could have a restaurant that specializes in historical recipes from the AV using foods grown or raised locally. Maybe a few small stores could be built and some of the smaller structures already on the property could be utilized. These stores would not draw away the business from the stores on 50<sup>th</sup> Street because they could offer special products: historical foods and goods, such as almonds, peach and cherry pies or jams. They stores could be a place for local artists and craftspeople to sell their goods. A nursery specializing in native plants would be very welcomed for residents wishing to reduce their water usage. This site could host a weekend farmers market for the local growers to sell their produce that is too ripe for shipment and at the same time it would reduce the illegal selling of produce on street corners. This type of historical complex would offer something unique to the Antelope Valley. It would not be just another of the same ol' super store shopping that is available all over the AV.

Here are a few suggestions of what features it would be nice to have in the park plan.

Strip of parking fronting Ave L from 60<sup>th</sup> to the Football stadium - extra student parking during school hours, special events such as football games, track & field, Cancer walk-a-thon, graduation ceremonies, baseball games,

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back-to-school night etc.

Strip of grass with trees, benches and tables along the gravel parking strip – a place to get out of the sun or have a family picnic when attending special all day events like track & field.

Across from the football field a grass field – for band and cheerleader practice, dog obedience classes, a place for kids to play when they tire of watching the events their siblings are participating in, a place to fly a kite and on nice days a place for martial arts & yoga classes.

Next to the grass field – 2 covered children's play grounds; a small fenced area equipped with preschool & young children play equipment and a larger area for the more advanced play equipment utilized by school aged children. The preschool playground can double as a play area for Mommy/Daddy and Me classes. Parents who bring their children to the playground can keep watch sitting under the trees on the benches in the grass strip area and they can use the tables for lunch.

On the other side of the play grounds are the restrooms and a few buildings for classes or events and possibly rent for other functions. A few medium size buildings for senior citizen activities, summer classes for children, 1<sup>st</sup> Aid & CPR classes for the community, etc. And a large building could hold classes in dance, theatre, music, gymnastics, martial arts and yoga.

These buildings can also be used for Quartz Hill classes or events. Maybe you can create a program for QHHS students interested in preschool or teaching careers, they could earn work experience by helping out with the Mommy/Daddy and Me and Preschool classes. They could research parents questions on numerous issues and use the results as a senior project . Breifing the parents would give the students speaking experience. Maybe a few professionals in the community like nursers or child psychologists would be interested in volunteerying an hour to lecture and reasure new parents on issues affecting infants and children.

On the other side of the buildings would be a covered skate board rink with walls high enough to reduce the noise. And a covered year round swimming pool. Next to these would be a bowl shaped grass area to hold concerts.

There could be an asphalt parking lot running along side 60<sup>th</sup> street to keep the play areas away from the street. This parking lot could be used by patrons of the classes and playground.

Thank you,  
Cleo Goss  
6111 Landau Place  
93536  
(661) 943-0781

**Swain, Jocelyn**

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**From:** Josh Bloss [joshuabloss@yahoo.com]  
**Sent:** Thursday, June 21, 2007 12:10 PM  
**To:** Swain, Jocelyn  
**Subject:** Lane Ranch Towne Center/The Commons.

Dear Ms. Swain,

I am writing regarding the Lane Ranch Towne Center and The Commons proposed for 60th West and L in Lancaster.

Please do not make the General Plan Amendments and Zone Changes needed for these projects. My family and I are opposed to the projects based on the fact that they will bring unwanted, traffic, noise and crime.

Several of my friends who live right next to a grocery store or commercial development have shared with me the problems they have with people stealing alcohol, drinking it on the sidewalk and littering their yard with the refuse.

Please do not bring these developments to our neighborhood.

Sincerely,  
Heidie Rigert



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Fussy? Opinionated? Impossible to please? Perfect. Join Yahoo!'s user panel and lay it on us. [http://surveylink.yahoo.com/gmrs/yahoo\\_panel\\_invite.asp?a=7](http://surveylink.yahoo.com/gmrs/yahoo_panel_invite.asp?a=7)

**Swain, Jocelyn**

**From:** Ludicke, Brian  
**Sent:** Thursday, June 21, 2007 5:14 PM  
**To:** Curtis Zacuto  
**Cc:** Swain, Jocelyn  
**Subject:** FW: EIR concerns for the super store complexes in QH and a suggestion on what to build on the land instead.

**Attachments:** 682464021-Environmental QHHS.doc

Written scoping comments.

Thanks,  
Brian L.



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**From:** Crosby, Terry  
**Sent:** Thursday, June 21, 2007 8:19 AM  
**To:** LaSala, Robert; Busch, Michael; Ludicke, Brian  
**Subject:** FW: EIR concerns for the super store complexes in QH and a suggestion on what to build on the land instead.

FYI

*Terry Crosby  
City of Lancaster  
661-723-6007  
tcrosby@cityoflancasterca.org*

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**From:** cleo goss [mailto:cleogoss@verizon.net]  
**Sent:** Wednesday, June 20, 2007 7:38 PM  
**To:** Hearn, Henry; Crosby, Terry; esileo@cityoflancasterca.orgj; jeffra@cityoflancasterca.org; Smith ,Ron; fifthdistrict@bos.co.la.ca.us  
**Subject:** EIR concerns for the super store complexes in QH and a suggestion on what to build on the land instead.

Attached is a list of environment concerns and suggestions on what would be a better use of the land where the two super store complexes are proposed.

Thank you,  
Cleo Goss

## Environmental concerns for the superstore complexes by Quartz Hill High School

### Traffic

- The traffic is already bad for students attending Quartz Hill High School, increasing it will only make more students late getting to class and cause more accidents. Think of the road rage this will generate.
- Adding delivery trucks 24-7 for the two super complexes; each containing 4 major stores apiece, plus multiple minor stores, banks, restaurants, fast-food stores, etc. will only make matters worse for local residents, students, and parents dropping off or picking up students. And don't forget to include the buses, trash trucks and armored vehicles servicing the super complexes.
- The number of parking spaces for the Super Wal-Mart complex is 1,837 and for the Lane Ranch complex is 1,960; this totals to 3,797. This is the number of anticipated customers who have to travel on Ave L, 60<sup>th</sup> Street and Ave K; on top of the delivery truck, buses, service vehicles and QHHS traffic!
- Will local residents ever get home? Adding 3 street lights on 60<sup>th</sup> Street from Ave. L to a proposed Ave K-12 in addition to the current ones on the corner of Ave K and Ave L makes a total of 5 streetlights in the space of a mile! Homeowners will have to contend with this and the increased traffic every day, every time they come and go from their property.
- With the freeway 5 miles away all the delivery trucks and a large number of potential customers will be traveling down the Ave L bottleneck. From 40<sup>th</sup> Street to 60<sup>th</sup> Street it is a single lane in each direction. This section of road is owned by LA County, it's highly unlikely LA County will pay to widen this road for the benefit of Lancaster super stores.
- 60<sup>th</sup> Street from the intersection at Ave L-8 to Ave N is a single lane in each direction with 1 stop sign. This route is already over whelmed with drop off and pick up traffic for Quartz Hill High School. Who owns this 2 mile stretch of road? Who will pay to widen it and put in stop lights to handle the increased traffic?
- Already there are delivery trucks and bus transportation both school and public that use the residential Ave. L-8 to avoid traffic on Ave L. This is the other side of the proposed Lane complex. Joe Walker Junior High School is located on this street kiddy corner to the proposed Lane complex, more traffic using this road to avoid the bottleneck on Ave L will punish both the local residents and parents trying to get their kids to or from school.
- In the first public hearing we were told traffic data was collected at the end of the school year. When we objected to that on the grounds it is not representative of a school year because many students do not attend the last week or so of school on a regular base and there are few sporting and other events occurring, we were asked when traffic data should be collected. We suggested in the beginning of the school year, and for a full month so it would include traffic for practices and games. We were told that could be done. In the second hearing we were told you are writing the reports right now! You will be using inaccurate date.

### Safety

- How will emergency vehicles get through all the traffic?
- The super stores will sell liquor and firearms. We do not need this by the high school. People can be hurt by drunk drivers and we don't want to be the next community affected by a school shooting incident.
- Will there be sheriffs stationed there 24-7 to catch the child molesters, rapists, parking lot robbers, auto thieves and armored vehicle robbers? If so who will pay the salaries for the additional officers – the stores or the tax payers?
- Lancaster Sheriffs will be responsible for the Super Complexes. Right behind the Lane Complex is the unincorporated area which is under California Highway Patrol

jurisdiction. Just a mile down 60<sup>th</sup> it becomes Palmdale's responsibility. What law enforcement agency will service crime crossing these jurisdiction boarders? When a call for assistance is made, will every agency say it's not their responsibility?

- Wal-Mart has a policy of encouraging overnight parking for trailers and RVs. Students will be walking by these on their way to school. A molester or rapist could easily snatch a passing student and hide them inside the RV.
- With so much money flowing around, criminals and gang-bangers will be attracted to the area to sell or buy drugs and rob students or customers. They will paint graffiti and fight for a piece of the turf. Students will be placed in harms way dodging bullets as the criminals and gang-bangers flee the scene in speeding vehicles. Gang-bangers will intimidate the students and parents will no longer be comfortable allowing their children to attend night time actives like sporting events, club activities, and night school. The crime will spill over into the residential neighborhood raising rates of robbery, burglary and auto theft. Research the crime statistics from any of the current superstores we already have in the AV for parking lot crime and increased crime occurring in the surrounding residential areas.
- With law enforcement busy handling the increase in crime, how much longer will residents and business not located in the super store complexes have to wait for service? Each time an arrest is made, law enforcement is tied up with transportation of the criminals, paperwork, and possible court time.

#### **Pollution**

- The air pollution generated by delivery trucks and customer vehicles traveling 24-7 will degrade the neighborhood. Many trucks idle while waiting to deliver goods or while picking up money this creates more air pollution. Vehicles sitting idle in traffic also generate air pollution.
- Trash will be everywhere! Take a look at any major store or fast-food restaurant.
- The noise of never ending traffic; blaring horns, emergency vehicles, and helicopters will drown out the sounds we are use to hearing; waking up to the call of a rooster, hearing the cheery sounds of early morning birds, the lowing of cattle, the baaing of sheep, the cry of a red tail hawk flying over head, the evening chorus of frogs and the late night howls of coyotes. We'll never be able to enjoy a peaceful morning or evening quite time again.
- The lights from the stores and parking lots 24-7 will destroy the night sky, we'll never be able to view the stars or watch a meteor shower from our back yard again.
- Between 2003 and 2005, state and federal environmental agencies fined Wal-Mart \$5 million. In 2005, Wal-Mart paid \$1.15 million settlement to the State of Connecticut for allowing improperly stored pesticides and other pollutants to pollute streams. [Hartford Courant, 8/16/05]. In Georgia, Wal-Mart was fined \$150,000 in 2004 for water contamination. [Atlanta Journal-Constitution, 2/10/05]. The AV's ground water has problems enough, with shortages and pollution; we don't need the addition of more.
- In May 2004, Wal-Mart paid the largest settlement for storm water violations in EPA history. The United States sued Wal-Mart for violating the Clean Water Act in 9 states, calling for penalties of over \$3.1 million. [U.S. Environmental Protection Agency, May 12, 2004, U.S. v. Wal-Mart Stores Inc., 2004 WL 2370700] We already have problems with flooding in Quartz Hill.
- In 2004, Wal-Mart was fined \$765,000 for violating Florida's petroleum storage tank laws at its automobile service centers. Wal-Mart failed to register its fuel tanks, failed to install devices that prevent overflow, did not perform monthly monitoring, lacked current technologies, and blocked state inspectors. [Associated Press, 11/18/04]. These pollution violations occurred within the last 3 years; I wouldn't trust them to clean up their act.



- Asphalt parking lots and stores are a source of heat – absorbing the sun all day and radiating it out after sunset. If night time temperatures remain high the following day begins hotter and this cycle continues; creating an island of heat. Residents in the surrounding area, as well as, the stores in the complexes will have to use more power to overcome this heat source.
- The dirty greasy smell of frying food coming from fast-food stores and the smell of rotting food in the super store, fast-food and restaurant dumpsters will degrade the neighborhood air quality. This will also attract vermin; rats, cockroaches, ants and animal dumper divers like ravens, coyotes and raccoons.
- Construction pollution while building is going on will endanger students and residents. Both campuses have after school practice for various sports through out the school year. Dirt and smog will damage their lungs, this is particularly hazardous for young people as it affects their breathing for life. Valley Fever is prevalent in the soil of the Antelope Valley and every time dirt is airborne there is a potential to infect students and local residents. The air pollution after construction will continue damaging the lungs of sports minded students and residents as well as affect people with asthma.
- When the AM/PM was built on the corner of Ave L-8 and 60<sup>th</sup>, they were forced to lower their lighted sign from above building height to just off the ground. We'll expect the same from every store in these complexes.
- **Hazards**
- Flooding and ice problems created by watering of landscaping, nursery plants, and run off from other cleanup activities will pose a hazard to pedestrians and drivers.
- Students from Quartz Hill High School and Joe Walker Junior High School hurrying to or from school or an event are sometimes careless of their safety and will dart across the street. A serious accident is more likely to happen with such a tremendous increase in traffic.
- Currently students used the land where the proposed Wal-Mart complex will be built for parking. The school is so short of parking it overflows onto the local neighborhood residential streets. Students block homeowner's driveways and park perpendicular to street corners so their vehicle projects into the street intersection. Where will all the students park? It's highly unlikely the super stores will allow students to park in their lot.

#### **Hydrology and Water Quality**

- Parking lots prevent rain water from soaking into the soil causing flooding in the surrounding areas. The runoff from these lots will pollute the local groundwater with the drippings from the parked vehicles.
- There is currently a water shortage in the AV and it will only worsen with the addition of these complexes. Just 5 miles away at the intersection of Ave F and 60<sup>th</sup> West, Lancaster is proposing to develop a 100 acre groundwater recharge basin that could be operational as early as 2010. Chemicals dumped, spilled or hosed off on the ground surrounding these complexes will degrade the groundwater quality and this affects not only the surrounding community but all of the AV. It will cost more to treat the water for reuse. Who will carry this burden? It is unlikely the stores will pay. With Wal-Mart's record of pollution violations, it would be stupid to assume intentional or accidental spills will not occur.
- Where are the catch basins for these complexes? The plans do not show any. Where will the store run-off go? Where will rain water go? Whenever it rains here, we have flooding on Ave L between 60<sup>th</sup> and 40<sup>th</sup>, on Ave K between 50<sup>th</sup> and 40<sup>th</sup> and down 60<sup>th</sup> from Ave L-8 to the prison on Ave J. The last El Nino, the prison catch basin overflowed with the water running down 50 and 60<sup>th</sup> that it ate through the basin embankments.
- **Water, Power, Sewage & Trash**

- Stores are major consumers of power, just think of all the air conditioning and heating lost to the environment from the doors being continually opened for customer traffic and delivery of goods. Stores generate tons of trash. LA already trucks their trash to the Antelope Valley; the addition of more trash will just reduce the lifespan of the current landfills. Where will the additional water come from and where will the sewage go? Citizens are already footing the bill for upgrades to infrastructures to handle the recent population increase. Are we expected to foot the bill for the next service expansion required to handle the demand these complexes will generate?

#### **Aesthetics**

- The super store complexes located across the street from the high school will become a truancy haven. It will be a place where kids can hang out with their friends, shop lift, smoke cigarettes and dope. Will there be truancy officers stationed there everyday during school hours? The stores created this temptation; will they pay for the truancy officer's salaries or will the tax payers have to foot this bill as well?
- As of May 2006, Wal-Mart Realty has listed 320 vacant or soon to be vacant properties that the company is looking to lease or sell. They total to over 25 million square feet. An average discount store is 97,000 square feet. The Wal-Mart store plan is for a 202,430 square foot building. Far too large for most other tenants, so once abandoned it will be blight on the neighborhood and a hang out for truant students, gang bangers and derelicts.
- Many day labors hang around Home Depot stores trying to get a job. It may be a perfect example to encourage students to stay in school but it also attracts homeless, alcoholics, drug addicts and other derelicts; degrading the neighborhood.
- This is a residential neighborhood; we don't want to change it. Many moved here to get away from the city atmosphere.
- Within a 3 mile radius of these proposed complexes there are banks, drug stores, a pet store, fast-food, restaurants and both a Vons and an Albertsons grocery store. In Quartz Hill's tradition business district, 50<sup>th</sup> Street, there are multiple tire stores, a nursery, a hardware and lumber store, and many convenience stores. There are numerous gas stations, restaurants, a dairy and fast-food available on 50<sup>th</sup> Street within 1 mile of the proposed complexes. The super store complexes will not provide anything new for local shoppers.

#### **Population and Housing**

- The employees of the Vons and Albertson's stores will lose their jobs as their customer base dwindles. They will then be forced to either accept non union jobs for reduced rates at the Super stores or if their luckily they may be able to transfer out of the area. Unhappy residents will leave the area if these complexes are built and because the nearness of the stores will reduce the value of their homes, they may walk away just to get away. When the union and professional working force with the highest income leave the area, the only remaining customers for the super stores will be the low paid workers and section 8 residents.
- If Lancaster City really wants to change 60<sup>th</sup> Street West from residential to commercial then build the super store complexes on the land across from the prison - nobody wants to build houses there. Or better yet build them in the already commercially zoned areas on Avenue G or H by the freeway; that way the traffic will not clog residential roads and store patrons will have easy access to the freeway.
- Wal-Mart purchased this land knowing it was zoned as residential; they should build houses for their own workers who are paid so little they can't afford to buy a home. It could be Wal-Mart's own section 8 community. The only good point for a Wal-Mart owned section 8 housing is at least the residents are willing to work.

- With so many concerns about student safety and traffic associated with this location for the super complexes, I suggest under your environmental mitigation plans, you need to include the cost to relocate Quartz Hill High School and Joe Walker Junior High School.

#### **Land use and Cultural Resources**

- A better use for the Wal-Mart land across from Quartz Hill High School would be a major park that offers classes for youths, adults and senior citizens such as; Mommy and Me, after school programs, arts & crafts, music & dance & theater, summer programs for school age children, gymnastics, yoga for seniors, dog training, First Aid, CPR and classes in martial arts. The nearest Lancaster city park to residents on the west side is at least 4 miles away. The distance Westside residents have to travel to attend many of Lancaster's classes is more than 5 miles away; this is not a distance that can be safely traveled on foot. El Dorado Park - 5.34 miles, Jane Reynolds Park - 7.69 miles, Lancaster City Park - 8.77 miles and Skytower Park - 10.67 miles. Why can't we have a skateboard area, all year round pool and winter ice skating like Palmdale? Why do the Westside residents have to go to Palmdale to jog, bike, walk a dog or fly a kite? In addition, a major park could be used by the high school for regular or event driven school parking, band & cheerleader practice, soccer or baseball practice for all age groups. A major park could be used for school and community concerts, like Palmdale's Marie Kerr Park. Since Wal-Mart has already purchased this land and it is useless to them unless it is rezoned, maybe they would be willing to trade it with land near the freeway that is already zoned commercial.
- A better use for the remaining piece of Lane Ranch kiddy-corner from Joe Walker Junior High School would be an Antelope Valley heritage museum. The ranch house could house artifacts and other memorabilia from AV history. The barns could display farm equipment and possibly host live demonstrations for school tours. Students throughout LA County could learn about the ranching and farming history of southern California. Maybe the local 4-H club or QHHS agriculture students could give lectures and demonstrations. Maybe locals could demonstrate horse shoeing, roping, sheep sheering, wool carding, weaving and other skills to students. It could have a restaurant that specializes in historical recipes from the AV using foods grown or raised locally. Maybe a few small stores could be built and some of the smaller structures already on the property could be utilized. These stores would not draw away the business from the stores on 50<sup>th</sup> Street because they could offer special products: historical foods and goods, local arts and crafts, and a nursery specializing in native plants. This site could host a weekend farmers market for the local growers to sell their produce that is too ripe for shipment and at the same time it would reduce the illegal selling of produce on street corners. This type of historical complex would offer something unique to the Antelope Valley. It would not be just another of the same ol' super store shopping that is available all over the AV.

The Environmental Report should include the raw data collected and the times it was collected, date and time as well as time span. That way when we evaluate the report we will know if you used representative data. In particular, when were the traffic counts collected, for how long was it collected, where did the counts for the average number of delivery trucks and service vehicles for stores of that size come from, and where was air pollution data collected – from the proposed sights that are currently vacant lots or from already operational store complexes of comparable size and customer base? The report needs to include the equations used to evaluate the collected data and proposed mitigation solution to an issue. It should also include error analysis of all the environmental evaluations and any mitigation solutions.

**Swain, Jocelyn**

**From:** Ludicke, Brian  
**Sent:** Friday, June 22, 2007 3:03 PM  
**To:** Swain, Jocelyn  
**Subject:** FW: Proposed WalMart Supercenter

Jocelyn,

FYI.



**From:** Crosby, Terry  
**Sent:** Wednesday, June 20, 2007 12:12 PM  
**To:** LaSala, Robert; Busch, Michael; Ludicke, Brian  
**Subject:** FW: Proposed WalMart Supercenter

FYI

*Terry Crosby  
 City of Lancaster  
 661-723-6007  
 tcrosby@cityoflancasterca.org*

**From:** Jennifer Ruddy [mailto:jenruddy@verizon.net]  
**Sent:** Wednesday, June 20, 2007 11:51 AM  
**To:** Crosby, Terry  
**Subject:** Proposed WalMart Supercenter

To Mayor Hearn,

I am a very concerned citizen about the proposed Walmart in Quartz Hill. As a religious man I am confused how you can allow this to even be proposed. These supercenters being so close to two schools is obviously going to harm our children. It does not take much research to see the adverse affects on crime after Walmart comes to town. The amount of money Walmart is giving the city and the sales tax generated will never be enough to bring children back after a pediphile, rapist or kidnapper gets them; or after a child gets hit by a car due to the enormous amount of traffic. Put shopping centers where they belong, in designated areas of town. For example, the planned downtown area is very nice and will be a benefit to the city. At least, parents will then know they are in that area and to be very aware with their kids. But, what can we do when they go to school? Please, look our for the citizens and put a stop to this immediately. If the city would like to really to make Lancaster a great place to live make Lane Ranch an Equestrian Center where people can get lessons and board horses. The city could make money at this venture. Use the zoned residential land to make a park. Do something to help our children, not put them in harms way. I am shocked that the AV's most highly ranked schools in the state testing is getting treated so unfairly. I am sure in the next election those who stop Walmart will be holding the city offices.

Jennifer Ruddy  
 Quartz Hill citizen

6/25/2007

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

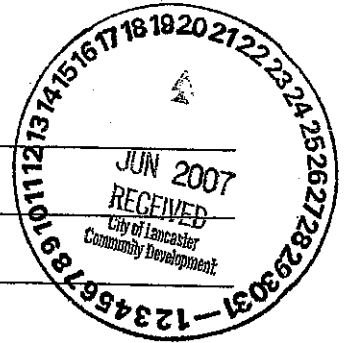
Written comments may be provided below and submitted at the public scoping meeting or mailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: (661) 723-5926

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address

*Joy Luthern*



Comments:

*There are white owls that  
live on the Lane ranch.  
I live on 57<sup>th</sup> St West and  
I see them flying around.  
Where will these birds go?  
Where will all the wild life go?  
(White owls are endangered species)*

City of Lancaster  
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Lane Ranch Towne Center  
The Commons at Quartz Hill

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Name/Address:

JOSEPH LUTHERN  
42514 5TH ST WEST  
LANCASTER, CA. 93536



Comments:

TRAFFIC AND CONGESTION WOULD BE A  
MESS ON 5TH STREET, TRUCKS, TRAFFIC  
WITH CARS WOULD MAKE THIS STREET  
A FREEWAY. ALL DELIVERY WOULD  
BE ON THIS RESIDENTIAL STREET.  
PROPERTY VALUE WOULD GO DOWN.  
WHO WOULD BUY A HOUSE THAT FACES  
THE REAR OF A MAJOR SHOPPING CENTER.  
WOULD THE CITY OF LANCASTER BE RESPONSIBLE  
FOR THIS? IF SO, THEY WOULD HAVE TO PAY.

City of Lancaster  
Public Scoping Meeting

June 19, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill



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Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: 661-723-5926  
Email: [jswain@cityoflancafterca.org](mailto:jswain@cityoflancafterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

WALDO & SHIRLEY HAFFNER

5657 W. AVE. M4

QUARTZ HILL, CA. 93536 - 3122

Comments:

The most important issue we have is that these 2 "SUPER" centers will be across from Q. H. High School + 1 block from JOE WANKER MIDDLE SCHOOL. The students + parents of these children don't need all the problems that having shopping centers so close will bring. Plus traffic is already a problem when school is in session - it will get worse! We agree with all the comments heard at the Tues. 6/19/07 meeting at Q. H. high gym.

We have lived here since 1975 + have seen much growth + many changes. All OK. so far. We had thought that we'd spend the rest of our lives here in Quartz Hill - we love every part of the rural life that we have had some

you now do 10 new homes, and appreciate what we still have.  
But - we'll probably think seriously of moving away if these  
shopping centers are built. And at this point in time I can  
promise you that we will never - never shop at any of  
these stores. We're "up in age" so guess that doesn't really  
matter - we'll be gone sooner than most in this area.

This is such a bad idea - isn't there another choice of land  
that could be used!?! Come see Quartz Hill, there are  
a lot of open spaces of land West of 60th St. not near  
our schools!

Can't you hear & see that the people of Quartz Hill  
don't want these projects!

Talk to the people - the EIR doesn't tell  
everything - people matter too.

Sincerely -

Shirley Haffner

SHIRLEY HAFFNER

5657 W. AVE. MY

QUARTZ HILL, CA.

93536-3122

PHONE-661-9435987

FAX-661-718-0517



# Antelope Valley Mosquito & Vector Control District

P.O. Box 1192  
Lancaster, CA 93584-1192  
(661) 942-2917  
Fax (661) 940-6367



Jocelyn Swain, Associate Planner, Environmental  
City of Lancaster  
Planning Department  
44933 N. Fern Avenue  
Lancaster, CA 93534

June 19, 2007

**Re: NOP of EIR for "The Commons at Quartz Hill"**

Dear Ms. Swain:

The Antelope Valley Mosquito & Vector Control District is a special district charged with protecting public health within most of the City limits of Palmdale and Lancaster. Our main objective is to keep mosquito populations at a minimum. We take this responsibility very seriously. As such, we have reviewed the NOP of EIR for the above named project and ask consideration of the following points:

Changing a mainly rural area to a Commercial Planned Development will significantly alter the existing stormwater drainage. The U.S. Environmental Protection Agency (EPA) under the Clean Water Act (CWA) requires that municipalities comply with National Pollution Discharge Elimination System (NPDES) permit requirements to develop stormwater management plans (Standard Urban Stormwater Mitigation Plans) and implement appropriate Best Management Practices (BMPs) to capture and treat stormwater runoff from new or redevelopment sites.

Temporary and/or permanent or structural BMP units (swales, wet basins, vaults, sumps, and the like) that may be utilized for this project may hold water longer than 72 hours, allowing for the reproduction of mosquitoes and increasing the risk to public health from mosquito- and other vector-borne diseases such as West Nile virus (please see references below).

Ongoing studies by several Vector Control Districts in collaboration with the California Department of Health Services found that "vault type" stormwater capture devices often breed tremendous numbers of mosquitoes nearly year-round. Furthermore, underground vault spaces provide safe harborage for adult resting and over-wintering mosquitoes. Mosquito reproduction in stormwater BMPs constitutes a public health nuisance under California Health and Safety Code § 2060 and the property owner will be held liable for the creation/maintenance of a public health nuisance.

Board of Trustees

<i>L.A. County</i>	<i>Lancaster</i>
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Amie Rodio	R. Dennis Persons

District Manager

Cei D. Kratz

Office Location

42624 6<sup>th</sup> Street East  
Lancaster, CA 93535  
Email: avmos2@earthlink.net

Undoubtedly, BMPs that do NOT hold standing water or those designed to drain completely within 72 hours are the best solutions. In addition, maintenance is critical. Customary annual or even bi-annual pumping of vault-type units is wholly inadequate to prevent mosquito reproduction.

In summary these are the points that we would like to bring to your attention and ask for your consideration:

- Temporary and/or permanent or structural BMP units (swales, wet basins, vaults, sumps, and the like) that may be utilized for this project may hold water longer than 72 hours, allowing for the reproduction of mosquitoes and increasing the risk to public health from mosquito and other vector-borne agents such as West Nile virus.
- Filtration devices in stormdrain systems and detention basins can easily get clogged by debris and sediment, which leads to stagnant water and mosquitoes. A permanent maintenance plan needs to be implemented.
- Mosquito reproduction in stormwater BMPs constitutes a public health nuisance and will require mosquito abatement. This may result in an abatement notice issued by our Board of Trustees under the California Health and Safety Code §2060 resulting in potential fines up to \$1,000 per day plus the cost of abatement until corrected.

It is therefore crucial that the developer, owner and the City of Lancaster put a long-term plan in place for these drainage systems to be properly maintained in order to reduce mosquito breeding and to give the Mosquito Control Technicians access for surveillance and treatment of the water.

Please feel free to contact me at 661-942-2917 ext. 206 for any further information.

Best regards,



Karen S. Mellor  
Entomologist / Operations Supervisor  
Antelope Valley Mosquito & Vector Control District

- References:
- Metzger, M. E., 2004. Managing Mosquitoes in Stormwater Treatment Devices.  
<http://www.anrcatalog.ucdavis.edu/pdf/8125.pdf>
  - The Impact of New BMP Construction on Local Public Health Agencies  
[http://www.forester.net/sw\\_0203\\_stormwater.html](http://www.forester.net/sw_0203_stormwater.html)
  - The Dark Side of Stormwater Runoff Management: Disease Vectors Associated with Structural BMPs  
[http://www.forester.net/sw\\_0203\\_dark.html](http://www.forester.net/sw_0203_dark.html)

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-4082  
 (916) 657-5390 - Fax



June 19, 2007

Jocelyn Swain  
 City of Lancaster Planning Department  
 44933 N. Fern Avenue  
 Lancaster, CA 93534



RE: SCH# 2007061059, The Commons at Quartz Hill; Los Angeles County.

Dear Ms. Swain:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. USGS 7.5-minute quadrangle name, township, range, and section required.
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton  
 Program Analyst

C C: State Clearinghouse

**Native American Contacts**  
Los Angeles County  
June 19, 2007

San Manuel Band of Mission Indians  
Henry Duro, Chairperson  
26569 Community Center Drive Serrano  
Highland, CA 92346  
(909) 864-8933  
(909) 864-3370 Fax

San Fernando Band of Mission Indians  
John Valenzuela, Chairperson  
P.O. Box 221838 Fernandeano  
Newhall, CA 91322 Tataviam  
tsen2u@msn.com Serrano  
(661) 753-9833 Office Vanyume  
(760) 885-0955 Cell Kitanemuk  
(760) 949-1604 Fax

San Manuel Band of Mission Indians  
Ann Brierty, Environmental Department  
101 Pure Water Lane Serrano  
Highland, CA 92346  
abrierty@sanmanuel-nsn.gov  
(909) 863-5899 EXT-4321  
(909) 862-5152 Fax

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007061059, The Commons at Quartz Hill; Los Angeles County.**



City of Lancaster  
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Lane Ranch Towne Center  
The Commons at Quartz Hill

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Fax: 661-723-5926  
Email: [jswain@cityoflanasterca.org](mailto:jswain@cityoflanasterca.org)

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Name/Address:

Edwin VALENCIA EdwinVALENCIA@YAHOO.COM  
42444 57th STREET WEST 310-410-4500  
QUARTZ HILL, CA 93536

Comments:

IF THESE SUPERCENTERS GET BUILT DIRECTLY ACROSS THE STREET FROM MY HOUSE) I WILL HAVE NO CHOICE BUT TO SELL MY HOUSE. BUT WHO IS GOING TO WANT TO BUY IT? I WILL LOSE THOUSANDS OF DOLLARS IN PROPERTY VALUES, WHICH I CANNOT AFFORD.

So many people are against these Super Centers being built. Why are you not listening? These residents will not shop there, the stores will loose money! Save time, money etc. and go somewhere else. Please, go away  
Thank you.

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Name/Address:

BRENDAN Mc NALLY  
42443 BUTTER SCOTCH  
QUARTZ HILL CA 93536

Comments:

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City of Lancaster  
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Name/Address:

Marsha Pedersen  
5250 West L-6  
Quartz Hill, Ca. 93536

Comments:

I would like the EIR to address the following issues for both projects:

1. Water availability and flooding problems.
2. Light and Noise pollution (Consider underground utilities)
3. Traffic flow on Ave. L - where are people going to park for High School games? They currently park on the street.
4. Housing - will this area remain middle class or will the city have to provide low income housing and/or multi-family housing?

How about having the Developers build a new high school in a residential area and have the school district sell the existing school for commercial development.

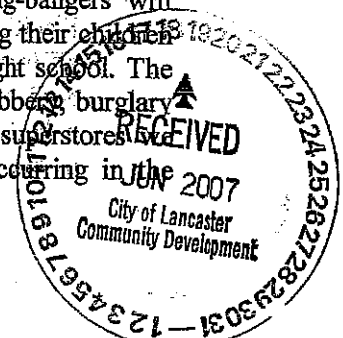
## Environmental concerns for the superstore complexes by Quartz Hill High School

### Traffic

- The traffic is already bad for students attending Quartz Hill High School, increasing it will only make more students late getting to class and cause more accidents. Think of the road rage this will generate.
- Adding delivery trucks 24-7 for the two super complexes; each containing 4 major stores apiece, plus multiple minor stores, banks, restaurants, fast-food stores, etc. will only make matters worse for local residents, students, and parents dropping off or picking up students. And don't forget to include the buses, trash trucks and armored vehicles servicing the super complexes.
- The number of parking spaces for the Super Wal-Mart complex is 1,837 and for the Lane Ranch complex is 1,960; this totals to 3,797. This is the number of anticipated customers who have to travel on Ave L, 60<sup>th</sup> Street and Ave K; on top of the delivery truck, buses, service vehicles and QHHS traffic!
- Will local residents ever get home? Adding 3 street lights on 60<sup>th</sup> Street from Ave. L to a proposed Ave K-12 in addition to the current ones on the corner of Ave K and Ave L makes a total of 5 streetlights in the space of a mile! Homeowners will have to contend with this and the increased traffic every day, every time they come and go from their property.
- With the freeway 5 miles away all the delivery trucks and a large number of potential customers will be traveling down the Ave L bottleneck. From 40<sup>th</sup> Street to 60<sup>th</sup> Street it is a single lane in each direction. This section of road is owned by LA County, it's highly unlikely LA County will pay to widen this road for the benefit of Lancaster super stores.

### Safety

- How will emergency vehicles get through all the traffic?
- The super stores will sell liquor and firearms. We do not need this by the high school. People can be hurt by drunk drivers and we don't want to be the next community affected by a school shooting incident.
- Will there be sheriffs stationed there 24-7 to catch the child molesters, rapists, parking lot robbers, auto thieves and armored vehicle robbers? If so who will pay the salaries for the additional officers - the stores or the tax payers?
- Lancaster Sheriffs will be responsible for the Super Complexes. Right behind the Lane Complex is the unincorporated area which is under California Highway Patrol jurisdiction. Just a mile down 60<sup>th</sup> it becomes Palmdale's responsibility. What law enforcement agency will service crime crossing these jurisdiction borders? When a call for assistance is made, will every agency say it's not their responsibility?
- Wal-Mart has a policy of encouraging overnight parking for trailers and RVs. Students will be walking by these on their way to school. A molester or rapist could easily snatch a passing student and hide them inside the RV.
- With so much money flowing around, criminals and gang-bangers will be attracted to the area to sell or buy drugs and rob students or customers. They will paint graffiti and fight for a piece of the turf. Students will be placed in harms way dodging bullets as the criminals and gang-bangers flee the scene in speeding vehicles. Gang-bangers will intimidate the students and parents will no longer be comfortable allowing their children to attend night time activities like sporting events, club activities, and night school. The crime will spill over into the residential neighborhood raising rates of robbery, burglary and auto theft. Research the crime statistics from any of the current superstores we already have in the AV for parking lot crime and increased crime occurring in the surrounding residential areas.





- With law enforcement busy handling the increase in crime, how much longer will residents and business not located in the super store complexes have to wait for service? Each time an arrest is made, law enforcement is tied up with transportation of the criminals, paperwork, and possible court time.

### **Pollution**

- The air pollution generated by delivery trucks and customer vehicles traveling 24-7 will degrade the neighborhood. Many trucks idle while waiting to deliver goods or while picking up money this creates more air pollution. Vehicles sitting idle in traffic also generate air pollution.
- Trash will be everywhere! Take a look at any major store or fast-food restaurant.
- The noise of never ending traffic; blaring horns, emergency vehicles, and helicopters will drown out the sounds we are use to hearing; waking up to the call of a rooster, hearing the cheery sounds of early morning birds, the lowing of cattle, the baaing of sheep, the cry of a red tail hawk flying over head, the evening chorus of frogs and the late night howls of coyotes. We'll never be able to enjoy a peaceful morning or evening quite time again.
- The lights from the stores and parking lots 24-7 will destroy the night sky, we'll never be able to view the stars or watch a meteor shower from our back yard again.
- Between 2003 and 2005, state and federal environmental agencies fined Wal-Mart \$5 million. In 2005, Wal-Mart paid \$1.15 million settlement to the State of Connecticut for allowing improperly stored pesticides and other pollutants to pollute streams. [Hartford Courant, 8/16/05]. In Georgia, Wal-Mart was fined \$150,000 in 2004 for water contamination. [Atlanta Journal-Constitution, 2/10/05]. The AV's ground water has problems enough, with shortages and pollution; we don't need the addition of more.
- In May 2004, Wal-Mart paid the largest settlement for storm water violations in EPA history. The United States sued Wal-Mart for violating the Clean Water Act in 9 states, calling for penalties of over \$3.1 million. [U.S. Environmental Protection Agency, May 12, 2004; U.S. v. Wal-Mart Stores, Inc., 2004 WL 2370700] We already have problems with flooding in Quartz Hill.
- In 2004, Wal-Mart was fined \$765,000 for violating Florida's petroleum storage tank laws at its automobile service centers. Wal-Mart failed to register its fuel tanks, failed to install devices that prevent overflow, did not perform monthly monitoring, lacked current technologies, and blocked state inspectors. [Associated Press, 11/18/04]. These pollution violations occurred within the last 3 years; I wouldn't trust them to clean up their act.
- Asphalt parking lots and stores are a source of heat — absorbing the sun all day and radiating it out after sunset. If night time temperatures remain high the following day begins hotter and this cycle continues; creating an island of heat. Residents in the surrounding area, as well as, the stores in the complexes will have to use more power to overcome this heat source.
- The dirty greasy smell of frying food coming from fast-food stores and the smell of rotting food in the super store, fast-food and restaurant dumpsters will degrade the neighborhood air quality. This will also attract vermin; rats, cockroaches, ants and animal dumper divers like ravens, coyotes and raccoons.

### **Hazards**

- Flooding and ice problems created by watering of landscaping, nursery plants, and run off from other cleanup activities will pose a hazard to pedestrians and drivers.
- Students hurrying to or from school or an event are sometimes careless of their safety and will dart across the street. A serious accident is more likely to happen with such a tremendous increase in traffic.

- Currently students used the land where the proposed Wal-Mart complex will be built for parking. The school is so short of parking it overflows onto the local neighborhood residential streets. Students block homeowner's driveways and park perpendicular to street corners so their vehicle projects into the street intersection. Where will all the students park? It's highly unlikely the super stores will allow students to park in their lot.

#### **Hydrology and Water Quality**

- Parking lots prevent rain water from soaking into the soil causing flooding in the surrounding areas. The runoff from these lots will pollute the local groundwater with the drippings from the parked vehicles.
- There is currently a water shortage in the AV and it will only worsen with the addition of these complexes. Just 5 miles away at the intersection of Ave F and 60<sup>th</sup> West, Lancaster is proposing to develop a 100 acre groundwater recharge basin that could be operational as early as 2010. Chemicals dumped, spilled or hosed off on the ground surrounding these complexes will degrade the groundwater quality and this affects not only the surrounding community but all of the AV. It will cost more to treat the water for reuse. Who will carry this burden? It is unlikely the stores will pay. With Wal-Mart's record of pollution violations, it would be stupid to assume intentional or accidental spills will not occur.

#### **Water, Power, Sewage & Trash**

- Stores are major consumers of power, just think of all the air conditioning and heating lost to the environment from the doors being continually opened for customer traffic and delivery of goods. Stores generate tons of trash. LA already trucks their trash to the Antelope Valley; the addition of more trash will just reduce the lifespan of the current landfills. Where will the additional water come from and where will the sewage go? Citizens are already footing the bill for upgrades to infrastructures to handle the recent population increase. Are we expected to foot the bill for the next service expansion required to handle the demand these complexes will generate?

#### **Aesthetics**

- The super store complexes located across the street from the high school will become a truancy haven. It will be a place where kids can hang out with their friends, shop lift, smoke cigarettes and dope. Will there be truancy officers stationed there everyday during school hours? The stores created this temptation; will they pay for the truancy officer's salaries or will the tax payers have to foot this bill as well?
- As of May 2006, Wal-Mart Realty has listed 320 vacant or soon to be vacant properties that the company is looking to lease or sell. They total to over 25 million square feet. An average discount store is 97,000 square feet. The Wal-Mart store plan is for a 202,430 square foot building. Far too large for most other tenants, so once abandoned it will be blight on the neighborhood and a hang out for truant students, gang bangers and derelicts.
- Many day labors hang around Home Depot stores trying to get a job. It may be a perfect example to encourage students to stay in school but it also attracts homeless, alcoholics, drug addicts and other derelicts; degrading the neighborhood.
- This is a residential neighborhood; we don't want to change it. Many moved here to get away from the city atmosphere.
- Within a 3 mile radius of these proposed complexes there are banks, drug stores, a pet store, fast-food, restaurants and both a Vons and an Albertsons grocery store. In Quartz Hill's tradition business district, 50<sup>th</sup> Street, there are multiple tire stores, a nursery, a hardware and lumber store, and many convenience stores. There are numerous gas stations, restaurants, a dairy and fast-food available on 50<sup>th</sup> Street within 1 mile of the proposed complexes. The super store complexes will not provide anything new for local shoppers.

### **Population and Housing**

- The employees of the Vons and Albertson's stores will lose their jobs as their customer base dwindles. They will then be forced to either accept non union jobs for reduced rates at the Super stores or if their luckily they may be able to transfer out of the area. Unhappy residents will leave the area if these complexes are built and because the nearness of the stores will reduce the value of their homes, they may walk away just to get away. When the union and professional working force with the highest income leave the area, the only remaining customers for the super stores will be the low paid workers and section 8 residents.
- If Lancaster City really wants to change 60<sup>th</sup> Street West from residential to commercial then build the super store complexes on the land across from the prison - nobody wants to build houses there. Or better yet build them in the already commercially zoned areas on Avenue G or H by the freeway; that way the traffic will not clog residential roads and store patrons will have easy access to the freeway.
- Wal-Mart purchased this land knowing it was zoned as residential; they should build houses for their own workers who are paid so little they can't afford to buy a home. It could be Wal-Mart's own section 8 community. The only good point for a Wal-Mart owned section 8 housing is at least the residents are willing to work.
- With so many concerns about student safety and traffic associated with this location for the super complexes, I suggest under your environmental mitigation plans; you need to include the cost to relocate Quartz Hill High School.

### **Land use and Cultural Resources**

- A better use for the Wal-Mart land across from Quartz Hill High School would be a major park that offers classes for youths, adults and senior citizens such as; Mommy and Me, after school programs, arts & crafts, music & dance, summer programs for school age children, yoga for seniors, and classes in martial arts. In addition, a major park could be used by the high school for school parking, band & cheerleader practice, soccer or baseball practice for all age groups. A major park could be used for school and community concerts, like Palmdale's Marie Kerr Park.
- A better use for the remaining piece of Lane Ranch would be an Antelope Valley heritage museum. The ranch house could house artifacts and other memorabilia from AV history. The barns could display farm equipment and possible host live demonstrations for school tours. It could have a restaurant that specializes in historical recipes from the AV using foods grown or raised locally. Maybe a few small stores could be built and some of the smaller structures already on the property could be utilized. These stores would not draw away the business from the stores on 50<sup>th</sup> Street because they could offer special products: historical foods and goods, local arts and crafts, and a nursery specializing in native plants. This site could host a weekend farmers market for the local growers to sell their produce that is too ripe for shipment and at the same time it would reduce the illegal selling of produce on street corners. This type of historical complex would offer something unique to the Antelope Valley. It would not be just another of the same ol' super store shopping that is available all over the AV.



City of Lancaster  
Public Scoping Meeting

June 19, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

Written comments may be provided below and submitted at the public scoping meeting or mailed or emailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner -- Environmental  
Fax: 661-723-5926  
Email: [jswain@cityoflancasterca.org](mailto:jswain@cityoflancasterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

HELEN ROBERTSON

4776 W. AVE J7

LANCASTER 93536

Comments:

HAVING A WAL-MART / TARGET FACING QUARTZ HILL HIGH SCHOOL IS A GROSS MISTAKE. THERE WILL BE TREMENDOUS CONGESTION, TRAFFIC AND DRUG DEALING, AS WE SEE DONE AT WAL-MART IN VALLEY CENTER. THE QUALITY OF PEOPLE GOING TO 25th ST. IS APPALING - WOMEN GOING IN ROBES AND CURTIERS, YOUNG MEN DEAL DRUGS (WE'VE SEEN THEM DO SO!) DO YOU WANT THIS SITUATION BY THE HIGH SCHOOL? YOU HAVE ENOUGH EMPTY SPACE. HOW ABOUT K AND 50th?



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Name/Address:

Henderson Anderson, Jr.

5643 W. Ave L-4

Quartz Hill, CA 93536

Comments:

These super stores are going to create air, sound, water & trash pollution, traffic congestion. In the A.V. there is not any super stores located near any high schools. This will increase the crime rate in QH. and have a great impact on the smaller stores. ~~that makes QH~~ the quality of life that we the residence have chosen by moving to this area should never be sacrificed.



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Name/Address:

Donna DROST  
7215 Parkside Ln  
Quartz Hill Ca 93536

Comments:

What is the direct impact going to  
be on the High School with 2 sub regional  
shopping centers across from it + Can the EIR  
Supports the findings where this specific  
situation exists without adverse impact  
on the high school



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Name/Address:

Maria Martinez  
5001 W Ave L-14  
Quartz Hill

Comments:

I can not express enough  
about all the negative impacts  
that these superstores bring.  
Traffic  
Crime  
Flooding  
I request no zone change



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Name/Address:

MARY HUNSINGER 661 (722-5280)  
38637 Sunoak Ave  
Palmdale Cal 93550

Comments:

Employment what's the loss ratio now?  
they can't keep employers as is  
what makes us think 2 NEW  
Supercenters can employ to full  
Benefit, Convenience is today  
Societies way of thinking lets  
Drive to 1 of the already 4  
Walmarts in the A.U. why do  
we want another one?





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**Lane Ranch Towne Center  
The Commons at Quartz Hill**

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Name/Address:

*DO NOT WANT  
these projects!*

*ANITA DAVIS*

*5621 W. Ave L-6*

*LANCASTER CA 93536*

Comments:

*The Commons at Quartz Hill (Walnut) - No*

*Lane Ranch Towne Center (Target) - No*

*Do not want any stores or Restaurants.*

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill



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Name/Address:

Catherine Roberts  
42403 69th St West  
Lancaster, Ca - 93536

Comments:

I am against changing the zone to build  
Wal Mart, Target, & Home Depot across from Quartz  
Hill High school - It will be a terrible traffic  
jam & bring crime to the area - It always  
does - It will ruin this rural area - Also  
this area is flooded terribly when it rains.  
I don't know why Lancaster ever considered  
such a thing across from a high school.

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill



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Name/Address:

\_\_\_\_\_  
\_\_\_\_\_

NO, NO, NO.

I WILL BE ATTENDING TO THE LAST

Comments:

July 07

MEETING TO ENFORCE OUR  
WISHES & OUR PEACE OF MIND.  
THAT WE WANT TO INSTILL IN OUR  
CHILDREN & THRU THE WHOLE  
NEIGHBORHOOD.

Simone A. Valenti



Name Daniel E Heubert  
Address 10116 Caberolet Ct  
Quartz Hill 95536  
Date 7-16-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

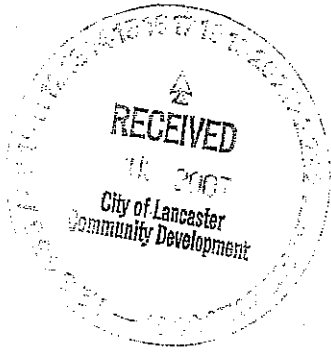
Dear Ms. Swain,

I am writing to oppose the Walmart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly in front of the Antelope Valley's best-rated public high school; serve as an ugly eyesore on the landscape; but most of all, the developments will destroy the quality of life and small town atmosphere that we have here.

my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign. Daniel E. Heubert



Name Maggie Herbert  
Address 11116 Cabernet Ct  
Quartz Hill 93536  
Date 7-16-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

I am writing to oppose the Walmart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly in front of the Antelope Valley's best-rated public high school; serve as an ugly eyesore on the landscape; but most of all, the developments will destroy the quality of life and small town atmosphere that we have here.

my personal comments

I am a concerned parent  
I see <sup>that</sup> these 2 Supercenters will  
be a huge distraction for the students  
at QHHS. It is difficult enough  
to educate children w/o providing  
an enormous entertainment  
center.

Sincerely,

sign Maggie Herbert

**Swain, Jocelyn**

---

**From:** Jennifer Ruddy [jenruddy@verizon.net]**Sent:** Monday, July 16, 2007 7:44 AM**To:** Swain, Jocelyn**Subject:** Supercenter Construction

I am a resident of Quartz Hill and am very opposed to the supercenters being near the high school and in our area. I have spoken to many residents and nobody wants this. Please don't ruin the charm and high property values of Quartz Hill by allowing these places. There is more to a community than tax revenue. Please do what is right not what someone is paying for. Could the city build an equestrian center and charge residents? You could still make money and not ruin the town. Even coffee shops or restaurants are fine, but a supercenter that attracts crime and drugs is just awful to do to the highest ranking school in the area. People will move out of here to Tehacahpi or somewhere else that is nice and quiet. Please share with the board to do what the people request which is why there were elected. I see there is much construction going on already, has this been approved and this is just a way to pacify people? If you pass this is the city going to make all the surrounding areas gated and have police on duty at the school all during times when children are present? Stop this now, please!

Jennifer Ruddy  
943-2290



7/16/2007

6100 West Avenue K-10  
Lancaster, CA 93536  
June 25, 2007



Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

In regards to: Proposed developments at 60<sup>th</sup> West and Avenue L

Dear Ms. Swain,

I am writing in opposition to the proposed Wal-Mart and Target developments proposed for the northwest and southeast corner of 60<sup>th</sup> West and Avenue L. These developments will seriously impact many of our family-owned area business; place a high-volume traffic area directly adjacent to a high school; but most of all, it will have a severe negative impact on the environment and quality of life that the area currently enjoys.

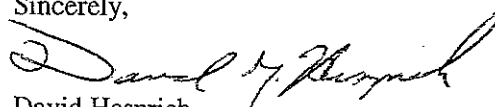
The development of these large shopping areas will bring a massive influx of traffic into a residential and school area. With the increased traffic will also bring additional pollution; extremely unwelcome noise in a residential and school area; drainage problems; and increased infrastructure costs where already residents are being assessed additional taxes to pay for infrastructure. The local residents are not interested in subsidizing the damage caused by large businesses moving into the area!

Light masts in the parking lot will bring also light pollution to the currently strikingly beautiful nighttime skyline.

Wal-Mart is also well known for expanding its stores in a predatory fashion, in order to drive out local competing businesses and then closing stores to meet actual sales. The area already has several large stores, and there is, in my mind, little to support the notion that new stores are needed. Wal-Mart's rapid expansion of Supercenters and Sam's Clubs has contributed to hundreds of vacant stores across the country. These abandoned stores are useless large for other tenants, and are often left vacant in order to prevent competing businesses from establishing themselves. There are four Wal-Mart stores within 20 miles of the area right now. Adding another clearly is meeting no current or future need, and is merely creating what is destined to be a blight on the community.

I strongly urge that these developments be rejected on the basis of their negative impact on the local community and environment. Such developments are inappropriate for the area, and speak more strongly of predatory business practices by companies that will not be good stewards of, or effectively serve, the communities that they do business in.

Sincerely,



David Hesprich



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

Notice of Preparation

June 13, 2007

To: Reviewing Agencies  
Re: The Commons at Quartz Hill  
SCH# 2007061059



Attached for your review and comment is the Notice of Preparation (NOP) for the The Commons at Quartz Hill draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jocelyn Swain  
City of Lancaster Planning Department  
44933 N. Fern Avenue  
Lancaster, CA 93534

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2007061059  
**Project Title** The Commons at Quartz Hill  
**Lead Agency** Lancaster, City of

---

**Type** NOP Notice of Preparation

**Description** The proposed project consists of the development of an approx. 353,129 sq. ft. commercial shopping center located on 40.15 acres at the northwest corner of 60th Street West and Avenue L. As part of the proposed project, a General Plan Amendment (GPA 06-04) and Zone Change (ZC 06-04) would be required in order to change the general plan designation from Urban Residential to Commercial and its zoning from R-10,000 to Commercial Planned Development (CPD). A Conditional Use Permit (CUP 06-09) and Tentative Parcel Map (TPM 68150) would also be required for the proposed project. The commercial development would include two anchors and up to ten smaller buildings that would house a variety of food, merchandise, and service uses. One proposed anchor is a Wal-Mart Supercenter, approx. 240,000 sq. ft. with an associated garden center. The other anchor is anticipated to be approx. 90,000 sq. ft. A total of 1,837 parking spaces are anticipated to be provided and access to the project site would occur from 60th Street West and Avenue L.

---

**Lead Agency Contact**

**Name** Jocelyn Swain  
**Agency** City of Lancaster Planning Department  
**Phone** (661) 723-6249 **Fax** (661) 723-5926  
**email** jswain@cityoflanaster.org  
**Address** 44933 N. Fern Avenue  
**City** Lancaster **State** CA **Zip** 93534

---

**Project Location**

**County** Los Angeles  
**City** Lancaster  
**Region**  
**Cross Streets** Northwest corner of 60th Street West and Avenue L

**Parcel No.**  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
-----------------	--------------	----------------	-------------

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**Proximity to:**

**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use**

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Landuse; Noise; Population/Housing Balance; Public Services; Toxic/Hazardous; Traffic/Circulation; Water Quality

---

**Reviewing Agencies** Caltrans, District 7; California Highway Patrol; Department of Conservation; Department of Water Resources; Department of Fish and Game, Region 5; Office of Historic Preservation; Native American Heritage Commission; Department of Parks and Recreation; Regional Water Quality Control Bd., Region 6 (Victorville); Resources Agency; State Water Resources Control Board, Division of Loans and Grants; Department of Toxic Substances Control

---

**Date Received** 06/13/2007 **Start of Review** 06/13/2007 **End of Review** 07/12/2007

---

County: LOS ANGELES

SCH# 200706105

Resources Agency

Resources Agency  
Nadell Gayou

Dept. of Boating & Waterways  
David Johnson

California Coastal Commission  
Elizabeth A. Fuchs

Colorado River Board  
Gerald R. Zimmerman

Dept. of Conservation  
Sharon Howell

California Energy Commission  
Paul Richins

Dept. of Forestry & Fire Protection  
Allen Robertson

Office of Historic Preservation  
Wayne Donaldson

Dept. of Parks & Recreation  
Environmental Stewardship Section

Reclamation Board  
DeeDee Jones

S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam

Dept. of Water Resources  
Resources Agency  
Nadell Gayou

Conservancy

Fish and Game

Depart. of Fish & Game  
Scott Flint

Environmental Services Division  
Donald Koch

Fish & Game Region 1  
Donald Koch

Fish & Game Region 1E  
Laurie Harnsberger

Fish & Game Region 2  
Banky Curtis

Fish & Game Region 3  
Robert Floerke

Fish & Game Region 4  
Julie Vance

Fish & Game Region 5  
Don Chadwick

Habitat Conservation Program  
Gabrina Getchel

Fish & Game Region 6  
Habitat Conservation Program

Fish & Game Region 6 JM  
Gabrina Getchel

Inyo/Mono, Habitat Conservation Program  
Marine Region

Dept. of Fish & Game M  
George Isaac

Other Departments

Food & Agriculture  
Steve Shaffer

Dept. of Food and Agriculture  
Public School Construction

Dept. of General Services  
Robert Sleppey

Environmental Services Section  
Dept. of Health Services  
Veronica Malloy

Dept. of Health/Drinking Water

Independent Commissions, Boards

Delta Protection Commission  
Debbie Eddy

Office of Emergency Services  
Dennis Castillo

Governor's Office of Planning & Research  
State Clearinghouse

Native American Heritage  
Comm.  
Debbie Treadway

Public Utilities Commission  
Ken Lewis

Santa Monica Bay Restoration  
Guangyu Wang

State Lands Commission  
Jean Satho

Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Business, Trans & Housing

Caltrans - Division of Aeronautics  
Sandy Hearnard

Caltrans - Planning  
Terri Pencovic

California Highway Patrol  
Shirley Kelly

Office of Special Projects  
Housing & Community Development  
Lisa Nichols

Housing Policy Division

Dept. of Transportation

Caltrans, District 1  
Rex Jackman

Caltrans, District 2  
Marcelino Gonzalez

Caltrans, District 3  
Jeff Pulverman

Caltrans, District 4  
Tim Sabie

Caltrans, District 5  
David Murray

Caltrans, District 6  
Marc Birnbaum

Caltrans, District 7  
Cheryl J. Powell

Caltrans, District 8  
Dan Kopulsky

Caltrans, District 9  
Gayle Rosander

Caltrans, District 10  
Tom Dumas

Caltrans, District 11  
Mario Orso

Caltrans, District 12  
Bob Joseph

Cal EPA

Air Resources Board  
Airport Projects  
Jim Lerner

Transportation Projects  
Rawl Ramalingam

Industrial Projects  
Mike Tollstrup

California Integrated Waste Management Board  
Sue O'Leary

State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance

State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

State Water Resources Control Board  
Steven Herrera  
Division of Water Rights

Dept. of Toxic Substances Control  
CEQA Tracking Center

Department of Pesticide Regulation

Other

Regional Water Quality Control Board (RWQCB)

RWQCB 1  
Cathleen Hudson  
North Coast Region (1)

RWQCB 2  
Environmental Document  
Coordinator  
San Francisco Bay Region (2)

RWQCB 3  
Central Coast Region (3)

RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)

RWQCB 5S  
Central Valley Region (5)

RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office

RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office

RWQCB 6  
Lahontan Region (6)

RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office

RWQCB 7  
Colorado River Basin Region (7)

RWQCB 8  
Santa Ana Region (8)

RWQCB 9  
San Diego Region (9)

Anita Davis  
5621 W. Ave L-6  
LANCASTER CA 93536

June 11, 2007



Project Name - The Commons at Quartz Hill

Vote - No

Project name - Lane Ranch Towne Center

Vote - No

IF Must have one of these Project  
- Vote FOR Lane Ranch Towne Center.

Do suggest - UP Scale Stores.  
FOR EXAMPLE COFFEE BEAN,  
STARBUCKS, NICE RESTAURANTS  
Camille's and Garden Center  
But not <sup>super</sup> Walmart Garden Center

Anita Davis

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

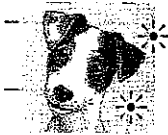


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Name/Address:



Ms. Carole Strassberg  
5866 Corinthian Pl  
Quartz Hill CA 93536



\_\_\_\_\_  
\_\_\_\_\_

Comments:

How could you possibly think of putting up two major shopping centers within walking distance of a Junior High School and a High School? Do you not care about our children? The Target shopping center is already being worked on - so do you intend to ruin our neighborhoods so you can get richer and not care about our property values?



Los Angeles County  
Department of Regional Planning

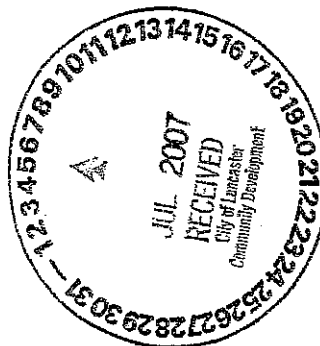
*Planning for the Challenges Ahead*



Bruce W.  
McClendon,  
FAICP  
Director of Planning

July 2, 2007

Ms. Jocelyn Swain  
Associate Planner, Environmental  
City of Lancaster Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534



SUBJECT: NOTICE OF PREPARATIONS FOR "THE COMMONS AT QUARTZ HILL" &  
"LANE RANCH TOWNE CENTER"

Dear Ms. Swain:

Los Angeles County appreciates the opportunity to comment on the Notice of Preparations (NOP) of two Environmental Impact Reports (EIR) for the proposed "the Commons at Quartz Hill" and Lane Ranch Towne Center" in the City of Lancaster.

Land Use and Planning

To the west of the Lane Ranch Towne Center project site and south of the Quartz Hill High School is a residential neighborhood within the unincorporated Los Angeles County. This unincorporated area has the land use designation of Urban 1 (U1) according to Antelope Valley Areawide General Plan ("the Plan") [http://planning.lacounty.gov/doc/plan/drpd\\_antelopevalley.pdf](http://planning.lacounty.gov/doc/plan/drpd_antelopevalley.pdf). Urban 1 designation is intended for development of semi-rural characteristics and limited to residential developments not exceeding 3.3 units per gross acre. The Lane Ranch Towne Center EIR should analyze the land use compatibility between the proposed commercial use of high intensity and the single family residences in the unincorporated area.

The above mentioned unincorporated area is zoned R-1-10,000 for single family residential use. The County Zoning Code Title 22 <http://ordlink.com/codes/lacounty/ DATA/TITLE22/index.html> set specific requirements for height, set backs, landscaping for R-1 zoned properties to ensure the quality of living. The EIR should address the difference in development standards between the City and the County.

Aesthetics

The portion of Avenue L abutting the two projects is considered part of the scenic highway corridors in the Scenic Highway Element of the Los Angeles County General Plan. We request that the EIR recognize the scenic value along Avenue L and evaluates aesthetic impacts of the projects.

### Biological Resources

The western burrowing owl in many areas has adapted to human-altered habitats as urban development and agriculture have eliminated natural grasslands. Small breeding populations of owls are rapidly disappearing from southern Los Angeles, western San Bernardino, western Riverside, and San Diego Counties. These remaining owls are threatened primarily by habitat loss to urban development, persecution of ground squirrels and other burrowing rodents, and intensive agricultural practices. Although the burrowing owl is not an endangered or threatened species under the California Endangered Species Act, the EIR should include protocol survey of such species because they are known to exist in Antelope Valley.

### Hydrology/Drainage

The EIR should discuss what impacts, if any, will be to areas of the unincorporated Los Angeles County and proposed mitigation, as applicable.

### Transportation and Traffic

The two proposed projects have the potential to significantly impact the County and County/City roadways and intersections. These intersections are under the jurisdiction of the Los Angeles County and any proposed improvements will require review and approval from the Department of Public Works. Please note that Public Works, when reviewing project impacts on the County and County/City intersections, will follow the County's methodology. A copy of our Traffic Impact Analysis Report Guidelines may be obtained on Public Works' website at <http://dpw.lacounty.gov/traffic>.

The study also needs to address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected County intersections, the developers shall determine their proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval.

Additionally, we request that EIR address the roadway capacity issues within the vicinity of the project, especially along Avenue K and L. Currently Avenue L, west of 50<sup>th</sup> Street West, is classified as a local road on the Los Angeles County Master Highway Plan. We recommend considering reclassifying this street as a major roadway.

There are two Portland Cement Concrete gutters crossing Avenue L west of 60<sup>th</sup> Street West. In order to minimize damage to the pavement caused by runoff and nuisance water and improve traffic flow, we recommend constructing drainage culverts to carry the flows under the roadway and off the riding surface. The EIR should analyze the need to increase the pavement section requiring reconstruction of the roadway.

### Noise

The above-mentioned unincorporated land would experience an increase of ambient noise level as a result of the proposed developments in addition to that of the existing Quartz Hill High School. The EIR should consider these single family residences as sensitive land uses and provide adequate noise analysis including feasible mitigation measures to affected unincorporated residents.

### Water Supply

These two projects together would have a potentially significant impact on the water

supply and the impacts. Identification of water source and adequate water supply assessment need to be included in the EIR.

#### Sewer System

Impacts to existing public sewer system and waste water treatment facility would also need to be analyzed. The EIR should include a sewer area study to determine the capacity of existing public sewer system as well as the waste water treatment facility serving the project site.

#### Climate Change/Global Warming

The Global Warming Solutions Act, also known as AB 32, requires reduction in greenhouse gas emissions to 1990 levels by 2020. Although AB 32 does not mention CEQA, climate change has been recognized by statute as an environmental impact since 2002 (California Health & Safety Code 43018.5). State agencies and the California Attorney General also concur that the EIRs must address global warming.

Please note that environmental organizations have challenged EIRs for their failure to analyze global warming. Therefore, we recommend the two EIRs address global warming and global climate change issues. It is recommended that the EIRs follow the recommendations by the Association of Environmental Professionals (AEP) White Paper "How to Analyze Greenhouse Emissions and Global Climate Change in CEQA Documents." A copy of the White Paper is attached for your reference.

#### Law Enforcement

The projects will be served by the Los Angeles County Sheriff's Department – Lancaster Station located at 501 West Lancaster Boulevard. It is approximately three miles from the project sites.

Lancaster Station is currently comprised of 215 sworn officers, 61 civilian employees, 55 black-and-white patrol vehicles, and 6 policy motorcycles. In addition to general law and traffic vehicles operating during three shifts (early morning, day, and night), the City is served by several specialized units providing pro-active policing services. This staffing level is adequate to meet the current demand for services in the area. The sworn officer to citizen population ratio is currently 1 officer per 833 citizens, and is adequate to meet the current demand for services.

There are currently no plans to expand or replace the existing sheriff's station or construction a new station.

In 2006, deputies from Lancaster Station responded to 55,030 calls for service, 3,328 emergency calls (immediate and/or life threatening), 10,605 priority calls (immediate but not life threatening), and 41,097 routine calls. Response time is measured from the time a call is received until the patrol car arrives at the location. Response time varies, as calls are handled by the nearest available patrol car located within the patrol area, not necessarily from the station itself. The average response time in the City of Lancaster, including the project area, were 5.5 minutes for emergency calls, 15 minutes for priority calls, and 83 minutes for routine calls.

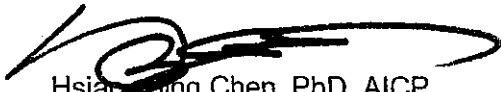
This project by itself will not have significant impact on current law enforcement services in the area. However, cumulatively, development of any vacant land will increase demand for services. Please note that law enforcement needs to the City as a whole are

determined annually and are based on several factors including, but not limited to, population increases, number of calls for services, response time, number of traffic accidents, arrests, bookings, and patrol miles. Please contact Deputy Michael Kuper at (661) 940-3884 for additional questions regarding law enforcement.

Please contact me at (213) 974-6559 or [hchen@planning.lacounty.gov](mailto:hchen@planning.lacounty.gov), Monday through Thursday from 7:30 a.m. to 6:00 p.m. if you have any questions. Our offices are closed on Fridays.

**DEPARTMENT OF REGIONAL PLANNING**

Bruce W. McClendon, FAICP  
Director of Planning



Hsiang-ming Chen, PhD, AICP  
Supervising Regional Planner

Attachment(s)

Cc: Paul Novak, Deputy, Supervisor Antonovich (w/ attachment)  
Norm Hickling, Field Deputy, Supervisor Antonovich (w/o attachment)  
Donald Wolfe, Director of Public Works (w/o attachment)



# Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents

Comment Draft

March 5, 2007

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## Introduction

The American public and government have recently become concerned about greenhouse gas (GHG) emissions and their effects on global climate change. In 2006, the State Legislature signed AB 32 which charged the California Air Resources Board (CARB) to develop regulations on how the state would address global climate change (also known as "global warming"). However, the State Attorney General's Office and some environmental groups are already asking in individual projects to analyze the impacts on global warming as part of the California Environmental Quality Act (CEQA) process. CARB, the State EPA, the U.S. EPA, or other appropriate governmental organizations have not yet developed guidelines on how to prepare an impact assessment for global climate change.

The Association of Environmental Professionals (AEP) is a state-wide professional group of environmental planners. A primary focus of AEP members is the preparation of CEQA compliance documents such as Negative Declarations and Environmental Impact Reports (EIRs). The AEP has prepared this "White Paper" for consideration by the Governor's Office of Planning and Research (OPR) and the California Air Resources Board (CARB). This paper recommends a reasonable interim approach to analyze the impact of individual development and planning projects on GHG emissions and global climate change in CEQA documents until official guidance or regulations are issued by the appropriate agencies. There is an immediate need for this type of guidance because lead agencies are now being asked to assess a project's significance with regards to global climate change in CEQA documents.

This paper focuses on the evaluation of climate change impacts in CEQA documents that result from typical development-related projects such as private development (residential, commercial, and industrial) and planning programs (Specific Plans, General Plan Updates, etc.). There are many other kinds of actions and projects undertaken or approved by lead agencies that are not addressed in this proposed approach, such as timber harvest plans, water quality management plans, highway improvement projects and others that do not directly contribute to GHG emissions or have complicated interrelationships to GHG balance in the atmosphere.

## Executive Summary

In California, global climate change is a growing concern that needs to be addressed in CEQA documents. There are currently no published thresholds for measuring the significance of a project's cumulative contribution to global climate change. An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases. The following approach is used to assess the significance of the project's cumulative contribution to global climate change:

- 1) **Inventory:** An inventory of greenhouse gas emissions (i.e., carbon dioxide, methane, nitrous oxide) generated by the project will be presented for informational purposes. The inventory will also be compared to the inventory for California and/or the County, when those inventories become available.
  
- 2) **Compliance with Strategies:** Project compliance with the emission reduction strategies contained in the California Climate Action Team's (CCAT) Report to the Governor will be assessed. This report proposes a path to achieve the Governor's greenhouse gas reduction targets. Projects can ensure compliance with strategies by including the incorporating the following design features: vehicle trip reduction strategies; providing multi-modal transportation options; increasing energy efficiency beyond Title 24 requirements; increased recycling; and incorporating green building technology.

If a project complies with the State's strategies to reduce greenhouse gases to the levels proposed by the governor, it follows that the project would have a less than significant cumulative impact to global climate change. In addition, projects that cannot comply with CCAT strategies may also be able to reduce their cumulative contributions to GHG emissions to less than significant levels by contributing to available regional, state, national, or international mitigation programs such as reforestation, tree planting, or carbon trading.

## Global Climate Change

### General Overview

Global climate change alleged to be caused by greenhouse gases (GHG) is currently one of the most important and widely debated scientific, economic, and political issues in the United States. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. Historical records have shown that temperature changes have occurred in the past, such as during previous ice ages. Some data indicates that the current temperature record differs from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change constructed several emission trajectories of greenhouse gases needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of greenhouse gases at 400-450 ppm carbon dioxide-equivalent concentration is required to keep global mean warming below 2° Celsius, which is assumed to be necessary to avoid dangerous climate change (IPCC 2001).

### Greenhouse Gases

Gases that trap heat in the atmosphere are often called greenhouse gases, analogous to a greenhouse. Greenhouse gases are emitted by natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. Without these natural greenhouse gases, the Earth's surface would be about 61°F cooler (CA 2006). Emissions from human activities such as electricity production and vehicles have elevated the concentration of these gases in the atmosphere.

Greenhouse gases have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the "cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas" (EPA 2006a). The reference gas for GWP is carbon dioxide; carbon dioxide has a GWP of one. For example, methane has a GWP of 21, which means that it has a greater global warming effect than carbon dioxide on a molecule per molecule basis. One teragram of carbon dioxide equivalent (Tg CO<sub>2</sub> Eq.) is the emissions of the gas multiplied by the GWP. One teragram is equal to one million metric tons. The carbon dioxide equivalent is a good way to assess emissions because it gives weight to the GWP of the gas. The atmospheric lifetime and GWP of selected greenhouse gases are summarized in Table 1. As shown in the table, GWP ranges from 1 (carbon dioxide) to 23,900 (sulfur hexafluoride).

Table 1: Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50 - 200	1
Methane	12 ± 3	21
Nitrous Oxide	120	310
HFC-23	264	11700
HFC-134a	14.6	1300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF <sub>4</sub> )	50000	6500
PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	10000	9200
Sulfur Hexafluoride (SF <sub>6</sub> )	3200	23900
Source: EPA 2006b		

Water vapor is the most abundant, important, and variable greenhouse gas in the atmosphere. It is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from ice and snow, and transpiration from plant leaves.

Carbon dioxide (CO<sub>2</sub>) is an odorless, colorless natural greenhouse gas. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus;

evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of carbon dioxide are from burning coal, oil, natural gas, and wood. Concentrations are currently around 370 ppm; some say that concentrations may increase to 540 ppm by 2100 as a direct result of anthropogenic sources (IPCC 2001). Some predict that this will result in an average global temperature rise of at least 2° Celsius (IPCC 2001).

Methane is a flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. There are no health effects from methane. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits known as natural gas fields contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.

Nitrous oxide (N<sub>2</sub>O), also known as laughing gas, is a colorless greenhouse gas. Higher concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, as an aerosol spray propellant, and in race cars.

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone; therefore their production was stopped as required by the Montreal Protocol.

Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs for automobile air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. Concentrations of tetrafluoromethane in the atmosphere are over 70 ppt (EPA 2006d). The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur hexafluoride (SF<sub>6</sub>) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated, 23,900. Concentrations in the 1990s were about 4 ppt (EPA 2006d). Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Ozone is a greenhouse gas; however, unlike the other greenhouse gases, ozone in the troposphere is relatively short-lived and therefore is not global in nature. According to CARB, it is difficult to make an accurate determination of the contribution of ozone precursors (NO<sub>x</sub> and VOCs) to global warming (CARB 2004b). Therefore, project emissions of ozone precursors would not significantly contribute to global climate change.

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel with sulfur in it is burned. Black carbon (or soot) is emitted during biomass burning incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

#### **International and Federal Legislation**

In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess "the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation" (IPCC 2004).

The United States joined other countries around the world in signing the United Nations Framework Convention on Climate Change (UNFCCC). The UNFCCC was entered on March 21, 1994. Under the Convention, governments: gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change (UNFCCC 2007).

The Kyoto Protocol is a treaty made under the UNFCCC. Countries can sign the treaty to demonstrate their commitment to reduce their emissions of greenhouse gases or engage in emissions trading. More than 160 countries, 55% of global emissions, are under the protocol. United States Vice President, Al Gore, symbolically signed the Protocol in 1998. However, in order for the Protocol to be formally adopted, or ratified, it must be adopted by the legislature, which was not done by the Clinton administration. The current President, George W. Bush, has indicated that he does not intend to submit the treaty for ratification.

The Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere--chlorofluorocarbons (CFCs), halons, carbon tetrachloride, and methyl chloroform--were to be phased out by 2000 (2005 for methyl chloroform).

In October 1993, President Clinton announced his Climate Change Action Plan, which had a goal to return greenhouse gas emissions to 1990 levels by the year 2000. This was to be accomplished through 50 initiatives that relied on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in greenhouse gas emissions.

#### **California Legislation**

Although not originally intended to reduce greenhouse gas emissions, California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest amendments were made in October 2005. Energy efficient buildings require less electricity. Electricity production by fossil

fuels results in greenhouse gas emissions. Therefore, increased energy efficiency results in decreased greenhouse gas emissions.

California Assembly Bill 1493 (Pavley) enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB will apply to 2009 and later model year vehicles. CARB estimates that the regulation will reduce climate change emissions from light duty passenger vehicle fleet by an estimated 18% in 2020 and by 27% in 2030 (CARB 2004).

California Governor Arnold Schwarzenegger announced on June 1, 2005 through Executive Order S-3-05, GHG emission reduction targets as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels (CA 2005). Some literature equates these reductions to 11 percent by 2010 and 25 percent by 2020.

The U.S. EPA does not regulate greenhouse gases from motor vehicles. Notwithstanding the lack of U.S. EPA regulation of greenhouse gas emissions, in 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. On or before June 30, 2007, CARB is required to publish a list of discrete greenhouse gas emission reduction measures that can be implemented. Emission reductions shall include carbon sequestration projects and best management practices that are technologically feasible and cost-effective. Greenhouse gases as defined under AB 32 include: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

AB 32 requires that by January 1, 2008, the state board shall determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. While the level of 1990 GHG emissions has not yet been approved, other publications indicate that levels varied from 425 to 468 Tg CO<sub>2</sub> Eq. (CEC 2006). In 2004, the emissions were estimated at 492 Tg CO<sub>2</sub> Eq. (CEC 2006). Using the range of 1990 emissions, a reduction of between 5 and 13 percent would be needed to reduce 2004 levels to 1990 levels.

Executive Order S-01-07 was enacted by the Governor on January 18, 2007. Essentially, the order mandates the following: 1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and 2) that a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California.

### *Inventory*

In 2004, total GHG emissions were 20,135 Tg CO<sub>2</sub> Eq., excluding emissions/removals from land use, land use change, and forestry (UNFCCC 2006). In 2004, the U.S. contributed the most GHG emissions (35% of global emissions). In 2004, GHG emissions in the U.S. were 7074.4 Tg CO<sub>2</sub> Eq., which is an increase of 15.8 percent from 1990 emissions (EPA 2006a).

California is a substantial contributor of global greenhouse gases as it is the second largest contributor in the U.S. and the sixteenth largest in the world (CEC 2006). In 2004, California produced 492 Tg

CO<sub>2</sub> Eq. (CEC 2006), which is approximately seven percent of U.S. emissions. The major source of GHG in California is transportation, contributing 41 percent of the state's total GHG emissions (CEC 2006). Electricity generation is the second largest source, contributing 22 percent of the state's GHG emissions.

#### **Health and Other Effects**

The potential health effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme events, and air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems (i.e., heat rash and heat stroke). In addition, climate sensitive diseases may increase, such as those spread by mosquitoes and other disease carrying insects. Those diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture, which would have negative consequences. Drought in some areas may increase, which would decrease water and food availability. Global warming may also contribute to air quality problems from increased frequency of smog and particulate air pollution (EPA 2006c).

## **California Environmental Quality Act Analysis**

### **CEQA Challenges**

The California Environmental Quality Act (CEQA), unlike other single-topic environmental laws, encourages the protection of all aspects of the environment by requiring state and local agencies to prepare multidisciplinary environmental impact analysis and to make decisions based on the analysis regarding the environmental effects of the proposed project (CEQA Guidelines § 15002(a)). To this end, the public and many groups of individuals concerned with the environment have used CEQA to block development projects they see as detrimental to the environment or insist upon additional mitigation to address environmental impacts of a project. CEQA challenges have been used to require analysis of impacts never contemplated by the lead agency or mandated in CEQA. As an example, the Center for Biological Diversity filed a CEQA challenge to the Black Bench Specific Plan project (*Center for Biological Diversity vs. City of Banning*) for failure to mitigate GHG emissions. In another case, the Natural Resource Defense Council filed a CEQA challenge to the development of land in the San Joaquin River delta (*Natural Resource Defense Council vs. Reclamation Board*) for failure of the EIR to analyze climate change impacts associated with the development. In addition, the State Attorney General is demanding that development projects assess climate change impacts in comments sent by the State Attorney General during the CEQA comment period for large development projects.

Until the passage of AB 32, CEQA documents did not generally evaluate GHG emissions or impacts on global climate change. The primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the state and federal Clean Air Acts as those that were of most concern to the public and government agencies. If any comments were made on a Draft EIR regarding GHG emissions or global warming, the Response to Comments would generally follow along the lines that the project was too small or did not produce GHG emissions, or that the procedures to estimate such emissions were too speculative and beyond the scope of the EIR. With the passage of AB 32, a more detailed analysis of GHG emissions is recommended in CEQA documents.

### **Analysis of Criteria Pollutants vs. GHG Emissions**

Current procedures for estimating emissions of "criteria" pollutants identified in the Clean Air Act have been well established by state and federal agencies for many years (e.g., URBEMIS program developed by the South Coast Air Quality Management District). To the extent practical, the analysis of GHG emissions should be based on current emission inventory models such as the California Air Resource Board's EMFAC 2007 emissions model and U.S. EPA emission factors. Proposed mitigation to reduce greenhouse gas emissions should first emphasize on those measures that also reduce criteria pollutant emissions such as reducing vehicle trips, improving the efficiency of buildings in the project, and restricting idling time when feasible. The project should be evaluated based on GHG emission reduction measures in recent state legislation to determine if the project is consistent with those reduction measures.

### **CEQA Mandates for Analysis of Impacts**

CEQA requires that Lead Agencies inform decision makers and the public about potential significant environmental effects of proposed projects, identify ways that environmental damage can be avoided or reduced, prevent significant, avoidable environmental damage through the use of feasible mitigation measures and/or project alternatives, and disclose to the public the reasons why the Lead Agency approved a project in the manner the agency chose if significant environmental effects are involved (CEQA Guidelines §15002). CEQA also requires Lead Agencies to evaluate potential environmental effects based to the fullest extent possible on scientific and factual data (CEQA Guidelines §15064b). Considering a review of scientific and factual data, the recent adoption of AB 32, and the requirements of CEQA, it is apparent that an analysis of a development project's incremental contribution to global warming impacts is needed in CEQA documents if they are to be legally defensible.

### **Cumulative vs. Project Specific**

Even a very large individual project cannot generate enough greenhouse gas emissions to influence global climate change. A project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases, which when taken together form global climate change impacts.

### **Thresholds of Significance**

There are currently no published thresholds of significance for measuring the impact of global climate change on or from a project. However, that does not relieve the lead agency of establishing a threshold.

## **Alternative Approaches to Analysis of Climate Change Impacts**

In the absence of regulatory guidance, and prior to the resolution on various legal challenges for global climate change analysis, CEQA documents must address GHG emissions on a base-by-case basis using ad-hoc methods and individual judgment of existing CEQA guidance. The following section explores the various methodologies that could be used in CEQA documents to address global climate change impacts analysis. Options are presented in order of difficulty to implement.

### **Approach 1: Do not address GHG emissions at all in a CEQA document**

This approach is effectively the continuation of the status quo where GHG emissions and global climate change impacts are not mentioned in CEQA documents. Because it is difficult to determine how a proposed project would contribute to climate change and what the overall impacts would be based on that contribution, some lead agencies have determined it to be speculative to attempt to



analyze a project's contribution to climate change. Obviously, this is the easiest approach, but it is likely that the omission of a climate change discussion on a project will result in critical remarks during the comment period and provides a foothold for legal challenge of the project's CEQA review process.

**Approach 2: Discuss climate change only qualitatively without a significance determination**

This approach would involve a discussion of what global climate is and potential ways the project will participate in the generation of GHG emissions, but does not provide any significance conclusions. Explanations may be added to the discussion about the fact that there is no regulatory guidance or established threshold of significance to compare with project impacts. This approach at least addresses the CEQA requirement for disclosure of potential impacts, but lacks a significance finding.

**Approach 3: Discuss climate change qualitatively and determine impacts significant**

This approach indicates that all projects are significant with regard to global climate change though it is an improvement upon approaches 1 and 2 in that it describes the impacts and makes a significance conclusion. Also, without offering reasonable mitigation measures and comparing impacts to a threshold, this approach is vulnerable to challenge.

**Approach 4: Analyze GHG emissions quantitatively without a significance determination**

In this approach, GHG emissions from the project are quantified but are not compared to a quantitative threshold. The level of sophistication has increased and the analysis has the "look and feel" of a standard CEQA air quality analysis used to determine air quality impacts, but lacks an actual significance conclusion. A paragraph may be added describing the lack of an established threshold. While the analysis shows effort toward quantifying emissions, this approach actually has the same vulnerabilities as approach 2 (i.e. lacking a significance determination).

**Approach 5: Analyze GHG emissions quantitatively and use "no net carbon increase" as a threshold of significance**

This approach would quantify GHG emissions and has a very conservative threshold that must be met requiring significant mitigation. However, this approach would make almost any project's impacts significant with regard to global climate change impacts. This approach favors emissions banking systems such as the Climate Change Registry as mitigation to address impacts as the only way to achieve the "no net carbon increase" is to buy emissions that are produced by the project. There are several problems with this approach. First, it sets the precedent that all projects without mitigation would be significant, which is implied within the threshold. This approach would deemphasize onsite mitigation that would lower GHG emissions through innovative energy conservation design, trip reduction measures, etc. Collectively, it does not make sense to rely on emissions banking systems to provide the bulk of mitigation and not change the way projects are designed. Also, the heavy reliance on emissions banking systems to mitigate project impacts may be problematic. While emissions banking systems may work in theory, it is unlikely that the CEQA document would have enough details about the emission banking system (i.e., the physical improvements and the schedule of when those physical improvements would be implemented). Legally defensible mitigation requires an adequate description of what physically would occur to reduce emissions and when those changes would take place.

**Approach 6: Discuss climate change qualitatively and to the fullest extent possible determine GHG emissions quantitatively with significance criteria and mitigation methods**

Both qualitative and quantitative approaches in determining significance criteria would be employed in this approach. This approach lends itself to a variety of project types and sizes. For most projects of small to moderate size, GHG emissions could be to some extent quantified, but the analysis would focus on qualitative compliance with the emission reduction strategies contained in the California Climate Action Team's Report to the Governor. This report proposes a path to achieve the GHG reduction targets found in AB 32 and Executive Order S-3-05. While the report and Executive Order S-3-05 does not specifically mention CEQA, they do include a list of various measures that can be employed to achieve the GHG reduction targets. It can be easily argued that proposed projects that implement all appropriate actions listed in the emissions reduction strategies relevant to the proposed project would have a less than significant impact to global climate change. This same type of approach can be used for projects within counties that have an adopted GHG Reduction Plan (currently Marin County is the only one). In cases where quantifying emissions is not reasonable or possible, such as Specific Plans where the development is at a very programmatic approach, this approach could still be used and is defensible.

For projects that have an established emissions inventory (such as cities, counties, or specific plans) the analysis can rely more heavily upon the quantitative analysis by estimating the existing GHG emissions inventory, the past GHG emissions inventory for year 2000, year 1990, and the future year emissions inventory with the project. This approach can then quantitatively show how the project will (or will not) meet the GHG emissions targets (i.e. achieve the year 2000 GHG emissions inventory by year 2010, and the 1990 GHG emissions inventory by year 2020) found in Executive Order S-3-05. The types of projects that can rely upon the quantities of GHG emissions in determining significance is fairly limited, but lend themselves to General Plan updates.

By combining both a qualitative and quantitative approach, the analysis can be tailored to the particular type and size of the project and still provide, to the fullest extent feasible, a comprehensive analysis of global climate change impacts that includes a comparison of significance criteria and mitigation methods. This is the most legally defensible method currently available.

**Recommended Climate Change Impact Analysis Process**

As discussed earlier, the most defensible method to assess the significance of a project's cumulative contribution to global climate change involves: 1) project compliance with emission reduction strategies, or when available and feasible comparison of emissions inventories; and 2) an inventory of project GHG emissions.

**Onsite Mitigation - Compliance with Strategies**

Project compliance with the greenhouse gas emission reduction strategies contained in the California Climate Action Team's Report to the Governor will be assessed. If new projects are consistent with those strategies, it follows that the project would not be significantly contributing to a cumulative global climate change impact. To reduce California's greenhouse gas emissions to the levels proposed in Executive Order S-3-05, the California EPA Climate Action Team developed a report that outlines strategies for meeting the Governor's targets. Use of the strategies in the report to determine project consistency are the most appropriate to use at this time because the report "proposes a path to achieve the Governor's targets that will build on voluntary actions of California businesses, local government and community actions, and State incentive and regulatory programs" (CA 2006). AB 32 requires that a list of emission reduction strategies be published to achieve the

goals set out in AB 32. However, until those reduction strategies are published, emission reduction strategies to meet Executive Order S-3-05 will be relied upon.

The strategies are assigned to a responsible agency. The strategies that CARB is to implement over the next two years are summarized in Table 2. Strategies to be implemented by other agencies are summarized in Table 3.

**Table 2: California Air Resources Board Greenhouse Gas Emission Reduction Strategies**

Strategy	Description of Strategy
Vehicle Climate Change Standards	AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.
Diesel Anti-Idling	In July 2004, the CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.
Other Light Duty Vehicle Technology	New standards would be adopted to phase in beginning in the 2017 model year
Hydrofluorocarbon Reduction	1) Ban retail sale of HFC in small cans; 2) Require that only low GWP refrigerants be used in new vehicular systems; 3) Adopt specifications for new commercial refrigeration; 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and Maintenance programs; 5) Enforce federal ban on releasing HFCs.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification	Strategies to reduce emissions from TRUs, increase off-road electrification, and increase use of shore-side/port electrification.
Manure Management	The proposed San Joaquin Valley Rule 4570 will reduce volatile organic compounds from confined animal facilities through implementation of control options.
Alternative Fuels: Biodiesel Blends	CARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.
Alternative Fuels: Ethanol	Increased use of ethanol fuel.
Heavy-Duty Vehicle Emission Reduction Measures	Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.
Reduced Venting and Leaks in Oil and Gas Systems	Rule considered for adoption by the Air Pollution Control Districts for improved management practices.
Hydrogen Highway	The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.
Achieve 50% Statewide Recycling Goal	Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis.

	Therefore, a 2% additional reduction is needed.
Landfill Methane Capture	Install direct gas use or electricity projects at landfills to capture and use emitted methane.
Zero Waste - High Recycling	Additional recycling beyond the State's 50% recycling goal.
Source: Summarized from CA 2006.	

**Table 3: Other California Agency Greenhouse Gas Emission Reduction Strategies**

Strategy	Description of Strategy
<b>Department of Forestry</b>	
Urban Forestry	A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.
Afforestation/Reforestation Projects	Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.
<b>Department of Water Resources</b>	
Water Use Efficiency	Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.
<b>Energy Commission (CEC)</b>	
Building Energy Efficiency Standards in Place and in Progress	Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).
Appliance Energy Efficiency Standards in Place and in Progress	Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).
Cement Manufacturing	Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.
Municipal Utility Strategies	Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.
Alternative Fuels: non-Petroleum Fuels	Increasing the use of non-petroleum fuels in California's transportation sector, as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.
<b>Business Transportation and Housing</b>	
Measures to Improve Transportation Energy Efficiency	Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.

Strategy	Description of Strategy
<p>Smart Land Use and Intelligent Transportation Systems (ITS)</p>	<p>Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p> <p>ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.</p> <p>Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity, and a quality environment.</p> <p>Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high-density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.</p>
<p><b>Department of Food and Agriculture</b></p>	
<p>Enteric Fermentation</p>	<p>Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.</p>
<p><b>State and Consumer Services Agency</b></p>	
<p>Green Buildings Initiative</p>	<p>Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The Order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.</p>
<p><b>Public Utilities Commission (PUC)</b></p>	
<p>Accelerated Renewable Portfolio Standard (33 percent by 2020)</p>	<p>The Governor has set a goal of achieving 33 percent renewables in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.</p>
<p>California Solar Initiative</p>	<p>The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.</p>

Strategy	Description of Strategy
Investor-Owned Utility	This strategy includes energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utility.
Source: Summarized from CA 2006.	

The preferred approach to reducing a project's impact on global climate change is to incorporate design features into the project that comply with the state's strategies to reduce greenhouse gas emissions. Features that could apply to residential projects are presented in Table 4. Features that could apply to commercial and/or industrial projects are presented in Table 5. Features that could apply to agricultural and select industrial projects are contained in Table 6.

Table 4: Residential Design Features

State Strategy to Reduce Greenhouse Gas Emissions	Project Design/Mitigation to Comply with Strategy
Vehicle Climate Change Standards and Other Light Duty Vehicle Technology	These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Hydrofluorocarbon Reduction	This measure applies to consumer products. When CARB adopts regulations for these reduction measures, any products that the regulations apply to will comply with the measures.
Achieve 50% Statewide Recycling Goal	In multi-family housing, separate recycling and waste receptacles should be planned.
Zero Waste - High Recycling	
Urban Forestry	Trees planted near dwelling units act as insulators from weather thereby decreasing energy requirements. Onsite trees also provide carbon storage.
Afforestation/Reforestation	Clustering residential development to preserve forest/woodland resources, increasing density, and preserving and restoring open space would comply with this strategy.
Water Use Efficiency	Features to increase water use efficiency include use of both potable and non-potable water to the maximum extent practicable and use of low flow appliances (i.e., toilets, shower heads, washing machines, etc).
Building Energy Efficiency	Pursuant to the description of Building Energy Efficiency in Table 3, it is recommended that a project achieve 20 percent reduction in the residential building's combined space heating, cooling and water heating energy compared to the current Title 24 Standards.
Appliance Energy Efficiency	Use of energy efficient appliances (i.e., washer/dryers, refrigerators, stoves, etc.)
Smart Land Use and Intelligent Transportation Systems	Encourage high-density residential and commercial mixed use.
Green Buildings Initiative	Increase energy efficiency 20 percent beyond Title 24 requirements. Use of other green building design (i.e., natural daylighting and on-site renewable, electricity generation)

State Strategy to Reduce Greenhouse Gas Emissions	Project Design/Mitigation to Comply with Strategy
California Solar Initiative	<p><u>Sample Mitigation:</u></p> <p>The applicant shall join the California Energy Commission's New Solar Homes Partnership for this project. The Partnership mandates that a minimum of 50 percent of the residences have solar panels installed. In addition, each appliance provided by the builder must be Energy Star if an Energy Star designation is applicable for that appliance. One of the requirements of the Partnership is selection of one of the following building efficiency options:</p> <p>a) 15 percent reduction in the residential building's combined space heating, cooling and water heating energy compared to the current Title 24 Standards; or</p> <p>b) 35 percent reduction in the residential building's combined space heating, cooling and water heating energy and 40 percent in the residential building's air conditioning energy compared to the current Title 24 Standards.</p>
1) Source: Table 2 and Table 3	

Table 5: Commercial and Industrial Design Features

State Strategy to Reduce Greenhouse Gas Emissions	Project Design/Mitigation to Comply with Strategy
Vehicle Climate Change Standards and other Light Duty Vehicle Technology	These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Diesel Anti-Idling	Signs posted that restrict idling; onsite education for truck drivers regarding health impacts of diesel.
Hydrofluorocarbon Reduction	This measure applies to consumer products. When CARB adopts regulations for these reduction measures, any products that the regulations apply to will comply with the measures.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification	In projects where TRUs access the site, implement measures to reduce emissions; install electrification in applicable projects (i.e., truck stops, warehouses, etc.)
Heavy-Duty Vehicle Emission Reduction Measures	These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Achieve 50% Statewide Recycling Goal and Zero Waste - High Recycling	1) Design locations for separate waste and recycling receptacles. 2) Utilize recycled components in the building design.
Urban Forestry	Trees act as insulators from weather thereby decreasing energy requirements. Onsite trees also provide carbon storage.
Afforestation/Reforestation	Increasing density; preserving and restoring open space.
Water Use Efficiency	Features to increase water use efficiency include: use of both potable and non-potable water to the maximum extent practicable; low flow appliances (i.e., toilets, dishwashers, washing machines, etc.); automatic shut off valves for sinks in restrooms; drought resistant landscaping; "Save Water" signs near water faucets.

State Strategy to Reduce Greenhouse Gas Emissions	Project Design/Mitigation to Comply with Strategy
Building Energy Efficiency Standards	Increase energy efficiency by 20 percent beyond Title 24 requirements.
Appliance Energy Efficiency	Use of energy efficient appliances
Smart Land Use and Intelligent Transportation Systems	Encourage high-density residential and retail mixed use, infill, development, transit oriented design, jobs/housing proximity, alternative forms of transportation, pedestrian friendly design features, etc.
Green Buildings Initiative	Increase energy efficiency 20 percent beyond Title 24 requirements. Use of other green building design (i.e., natural day lighting and on-site renewable, electricity generation)
California Solar Initiative	Encourage solar panels.
1) Source: Table 2 and Table 3	

Table 6; Design Features for Agriculture and Other Land Uses

State Strategy to Reduce Greenhouse Gas Emissions	Project Design/Mitigation to Comply with Strategy
Manure Management	San Joaquin Valley: In projects that address confined animal facilities, project design as recommended in proposed Rule 457 O would reduce GHG emissions.
Alternative Fuels: Biodiesel Blends	The use of alternative fuels would be applicable to some industrial and agricultural projects.
Alternative Fuels: Ethanol	
Landfill Methane Capture	Methane capture would be applicable to projects involving landfills.
Cement Manufacturing	Features to reduce emissions would be applicable to projects involving cement manufacturing.
Enteric Fermentation	In agricultural/cattle related projects, design features that reduce emissions would be implemented.

**Offsite Mitigation - Established Programs**

It may be necessary for some projects to find other ways of reducing their GHG emission impacts other than compliance with onsite CCAT strategies. In those instances, projects could contribute to established regional, state, federal, or international GHG mitigation programs, such as reforestation, planting/replanting, or carbon trading program. Programs that introduce new plants or trees help reduce GHG emissions by absorbing carbon dioxide and producing oxygen. Once the overall carbon dioxide emissions of a project are calculated, a developer could offset their project GHG emissions by making a monetary contribution to a planting program that would provide for the absorption of that amount of GHG emissions over a reasonable period of time (i.e. three to five years).

In addition, the Kyoto Protocol established a number of ways of reducing project-level GHG emissions called Clean Development Mechanisms (CDMs) with approximately 20 different



categories, including: voluntary activities implemented jointly; registry systems; emission trading; and Joint Implementation Programs. The Kyoto Protocol implementation program considered CDMs and Joint Implementation Programs to be most applicable to specific development projects. According to the Union of Concerned Scientists website, the benefits of some CDMs such as carbon sequestration (storing carbon geologically or biologically) or a carbon tax are unknown or overly speculative at this time. However, carbon trading is an already established program that could be a very successful way of mitigating GHG emissions from typical development projects. Carbon trading may be especially beneficial for smaller projects for which it may be difficult to mitigate using design changes for larger projects such as onsite photovoltaic electric production, increased public transit, etc. Carbon trading also compliments market based "cap and trade" options which CARB is considering as one method of mitigating GHG emission impacts within California. With this program, a project could purchase offsets or credits to compensate for its proportion of GHG emissions.

Carbon trading involves paying into established third party programs such as alternative energy projects with proven track records that construct or invest in biomass, wind energy, alternative vehicular fuels, or increased energy efficiency programs. For example, a company called "TerraPass" provides carbon trading schedules for various types of development impacts, mainly housing occupancy and personal vehicle use. It should be noted that most of the following data and examples mainly address carbon dioxide emissions, since these are the most likely GHGs to be generated by development compared to other GHGs (ie., methane, nitrous oxide, hydroflourocarbons, perflourocarbons, and sulphur hexaflouride). For example, the TerraPass website indicates that the installation of compact fluorescent light bulbs instead of incandescent bulbs in a typical residential unit would save 362 pounds per year (ppy) of carbon dioxide, while cleaning the heating and air conditioning ducts and changing the heater filter every six months would save approximately 37.3 ppy of carbon dioxide.

Using the TerraPass website figures as a guide, a typical residential unit generates 7500 ppy of carbon dioxide from utility usage, while vehicular emissions from a personal vehicle driven under "normal" conditions (current average fleet vehicle driven 10,000 miles per year) generates 9,000 ppy of carbon dioxide. Typical TerraPass offsets would be \$40 for 7,500 ppy and \$45 for 9,000 ppy. If a project were to "pay" a third party to offset these emissions, it would cost approximately \$85 per year or \$850 per house if averaged over 10 years. The values presented in Table 7 are based on typical estimates from the TerraPass website.

Table 7: Offsite Mitigation Cost

Home Occupancy		Vehicle Use	
Emissions (pounds)	Cost (\$)	Emissions (pounds)	Cost (\$)
7000	35	6000	30
12000	60	8000	40
20000	100	12000	50
28000	140	20000	80
Source: TerraPass 2007 (www.terrapass.com)			

### **Project Inventory of Greenhouse Gases**

An inventory of greenhouse gas emissions (carbon dioxide, ethane, nitrous oxide) generated by the project will be presented for informational purposes and for full disclosure. The inventory will be compared to the California inventory and/or the County, when they become available.

The emissions are typically estimated in tons per year, which are converted to teragrams of carbon dioxide equivalents (Tg CO<sub>2</sub> Eq.) using the formula:  $Tg\ CO_2\ Eq. = (\text{tons of gas}) \times (\text{GWP}) \times (Tg / 1,000,000)$ . One Tg is equal to one million metric tons. The global warming potential (GWP) for selected gases assessed are located in Table 1. The emissions are also compared with the current inventory for California, the air district, the county, and/or the city, as available.

Most commercial, residential, and industrial projects attract or use motor vehicles. Motor vehicles emit carbon dioxide, methane, and nitrous oxide. URBEMIS2002 currently does not estimate emissions of carbon dioxide. However, URBEMIS2007, which should be released later this year, will estimate emissions of carbon dioxide. In the interim, carbon dioxide from motor vehicles can be manually calculated using emission factors from EMFAC2002 or EMFAC2007, whichever version of EMFAC the air district with jurisdiction over the basin in which the project is located has accepted. Emissions of methane from motor vehicles can also be calculated with EMFAC. There are a couple of different U.S. EPA emission factors available to calculate nitrous oxide and methane emissions from vehicles (EPA 2004, EPA 2004b).

Stationary sources of greenhouse gases should also be estimated. One stationary source is natural gas combustion. URBEMIS2002 includes default natural gas usage rates for residential, industrial, hotel/motel, retail/shopping, and office. Emission factors for natural gas are from the U.S. EPA (EPA 1998).

Air conditioning equipment installation, leakage, and disposal emit a small amount of HFC emissions (EPA 2004c). As mentioned previously, there is a ban for chlorofluorocarbons; therefore, projects will not generate emissions of chlorofluorocarbons. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications. If the project will involve emissions of perfluorocarbons and/or sulfur hexafluoride, that would need to be identified.

### **Level of Significance after Mitigation**

With the proposed onsite and/or offsite mitigation, the project's cumulative incremental contribution to greenhouse is anticipated to be less than significant.

### **CEQA Projects Affected by Climate Change Impacts**

The impacts of climate change will also affect projects in various ways. Effects of climate change specifically mentioned in AB 32 such as rising sea levels and changes in snow pack should be addressed in CEQA documents as well. However, the extent of climate change impacts at specific locations remains unclear. In the near term, these effects can be described in generally using the language found in AB 32 to describe impacts imposed upon a project. However, it is expected that California agencies will more precisely quantify impacts in various regions of the State. As an example, it is expected that the Department of Water Resources will formalize a list of foreseeable water quality issues associated with various degrees of climate change. Once state government agencies make these lists available, they could be used to more precisely determine to what extent a project is affected by global climate change impacts.

## Conclusions

We are currently in a period of transition within the regulatory community with regards to global climate change impact. With the passage of AB 32, the issue of climate change has moved from the scientific speculation into reality. It is anticipated that other states, and eventually the federal government, will pass legislation similar to AB 32.

AB 32 is essentially a roadmap and timeline of how climate change will be addressed in California. Consequently, it does not issue any new explicit regulations or guidelines for environmental review of new projects. However, AB 32 and supporting documents (i.e. Executive Order S-3-05, and the California Climate Action Team's Report to the Governor) give great credence to the argument that climate change should be addressed during the CEQA review process.

Prior to the explicit issuance of new CEQA guidance, it is anticipated that the courts will issue rulings on the need for global climate change impact analysis in determining specific cases. The recommended framework and methodology discussed in this paper can form the basis by which lead agencies can address and evaluate climate change impacts in CEQA.

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Westside



Union School District

Pointing the way, providing the path

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SCHOOL SITES

**ANAVERDE HILLS SCHOOL**

Steve Smith, Principal

**COTTONWOOD SCHOOL**

Victoria Peck, Principal

**DEL SUR SCHOOL**

Melinda Wallace, Principal

**ESPERANZA SCHOOL**

Sheryl McPherson, Principal

**HILL VIEW MIDDLE SCHOOL**

Joe Andrews, Principal

**JOE WALKER MIDDLE SCHOOL**

Robert Garza, Principal

**LEONA VALLEY SCHOOL**

Steve Smith, Principal

**QUARTZ HILL SCHOOL**

Shelly Dearing, Principal

**RANCHO VISTA SCHOOL**

Paula Sour, Principal

**SUNDOWN SCHOOL**

Rodney Lots, Principal

**VALLEY VIEW SCHOOL**

Cathy Bennett, Principal

**MOUNTAIN SCHOOL**

Steve Smith, Principal

BOARD OF TRUSTEES

John Curiel  
Steve DeMarzio  
Gwendolyn Farrell  
Linda Jones  
Joan Sodergren

June 28, 2007



Ms. Jocelyn Swain  
Associate Planner, Environmental  
City of Lancaster, Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534

Re: Lane Ranch Towne Center & The Commons at Quartz Hill

Dear Ms. Swain:

In response to your Notice of Preparation Environmental Impact Report dated June 4, 2007, the District lacks the data on traffic numbers and flow patterns to fully evaluate the effects on student safety. In addition, this development may become an attractive nuisance to students traveling to and from school.

The two school sites which the District believes will be impacted are Joe Walker School, 5632 W. Ave. L-8 and Sundown Elementary School, 6151 W. Ave. J-8, as they are located near the vicinity of these projects and are "walk-in" schools.

Until the District's concerns are addressed or mitigated, we would be opposed to Lane Ranch Towne Center and The Commons at Quartz Hill.

Sincerely,

Robert W. Abel  
Assistant Superintendent  
Administrative Services

RWA/nt

Ava E. Martinez  
44104 61<sup>st</sup> street west  
Lancaster, Ca 93536



June 30, 2007

To Whom It May Concern:

I have been a resident in the Lancaster/Quartz hill area since 1988. I moved to this area because it was away from the crowded area around the commercial area in town. Being also that I have children I like the fact that we are away from all the commercial stores and the traffic they bring with them. I am firmly apposed to the building of a Walmart Superstore in this area. We have one available already in West Lancaster. This store will bring in a lot of congestion to the roads in this area and just change the area in general by bringing in a lot of extra traffic and have more people just hanging around. As a citizen I am strongly apposed to the building proposed to our residential area. I really hope they will reconsider the damage they will do by this building.

Sincerely,

A handwritten signature in cursive script that reads "Ava E. Martinez".

Ava E. Martinez



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN  
FIRE CHIEF  
FORESTER & FIRE WARDEN



June 14, 2007

B. Cox  
Ref#2-C 06-04; Cup 06-09  
City of Lancaster  
44933 North Fern Avenue  
Lancaster, CA 93534

Dear B. Cox:

### NOTICE OF PREPARATION, NORTHWEST CORNER OF WEST AVENUE L AND 60TH STREET WEST, "CITY OF LANCASTER" – (FFER #200700073)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

#### PLANNING DIVISION -- FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY

- The subject development will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Fire Station 84, located at 5070 W. Avenue L-14 in Quartz Hill is the jurisdictional station for this property.
- Following are the closest response units, their distance, approximate response time, and staff:

<u>EQUIPMENT</u>	<u>DISTANCE/MILES</u>	<u>TIME/MINUTES</u>	<u>STAFFING</u>
Engine 84	1.8	5.4	3
Squad 84	"	"	2
Engine 134	4.0	12	3
USAR Engine* 134	"	"	3
Engine 130	4.2	"	4
Haz Mat Engine** 130	"	"	5

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

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKELAND	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COMMERCE	GLENDORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER



<u>EQUIPMENT</u>	<u>DISTANCE/MILES</u>	<u>TIME/MINUTES</u>	<u>STAFFING</u>
Quint*** 33	7	15	4

- \* an Urban Search and Rescue Engine
- \*\* a Hazardous Materials Engine
- \*\*\* a combination engine/ladder truck apparatus

In addition, the Fire Department's current facilities plan includes a future fire station in the vicinity of Avenue K and 70<sup>th</sup> Street West.

**PROJECT IMPACT ON SERVICES:**

3. Additional manpower, equipment, and facilities will be needed to serve this development and other proposed developments in West Lancaster. Limited tax revenues have restricted the Fire Department's ability to meet new growth needs. Although general plans for upgrading fire protection in this area have been developed, the Department will not be able to implement these plans without specific provisions for the necessary manpower, equipment and facilities.

**SERVICE RESPONSIBILITY:**

4. The applicant shall participate in an appropriate financing mechanism, such as a developer fee or an in-kind consideration in lieu of developer fees, to provide funds for fire protection facilities which are required by new commercial, industrial or residential development in an amount proportionate to the demand created by this project. Currently, this finance mechanism is a developer fee per square foot of building space, adjusted annually, and is due and payable at the time a building permit is issued. In the event that the developer fee is no longer in effect at the time of building permit issuance, alternative mitigation measures shall be required.

**LAND DEVELOPMENT UNIT -- GENERAL REQUIREMENTS:**

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.
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. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
4. Fire Department requirements for access, fire flows and hydrants are addressed during the building permit stage.

5. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

**COMMERCIAL REQUIREMENTS:**

6. Fire sprinkler systems are required in most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses.
7. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.
8. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
  - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
  - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
  - c. Additional hydrants will be required if hydrant spacing exceeds specified distances.
  - d. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
  - e. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.
9. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
10. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.
11. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
  - a. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
  - b. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.

- c. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
- d. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

**MISCELLANEOUS:**

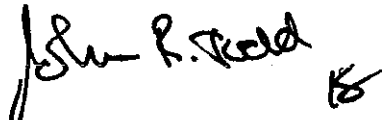
12. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

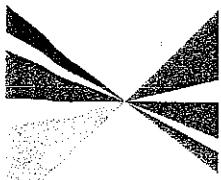
If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

JRT:lc



**ASSOCIATION of GOVERNMENTS**

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Tribal Government Representative: Andrew Masiel Sr., Pechanga Band of Luiseno Indians

Ventura County: Linda Parks, Ventura County - Glen Becerra, Simi Valley - Carl Morehouse, San Buenaventura - Tom Young, Port Huemerne

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

July 2, 2007

Ms. Jocelyn Swain, Associate Planner  
City of Lancaster  
44933 N. Fern Avenue  
Lancaster, CA 93534



RE: SCAG Comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report for The Commons at Quartz Hill Project - SCAG No. I 20070373

Dear Ms. Swain,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for The Commons at Quartz Hill Project, SCAG No. I20070373, to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project as a whole would allow for the development of 353,129 square foot commercial development to be located on 40.15 acres of land. The project includes 284,341 square feet for two anchors, 34,968 square foot garden center, 14,820 square foot drug store, 35,000 square feet of Sub-Major tenants, 28,000 square feet of miscellaneous shops, and 10,300 square feet of restaurant area. A total of 1,967 parking spaces will be provided. The project site is located at the northwest corner of West Avenue L and 57<sup>th</sup> Street West.

CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jacob Lieb  
Manager, Environmental Division

DOCS# 137543v1

**COMMENTS ON THE NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE COMMONS AT QUARTZ HILL PROJECT - SCAG NO. I 20070373**

**PROJECT DESCRIPTION**

The Commons at Quartz Hill Project as a whole would allow for the development of 353,129 square foot commercial development to be located on 40.15 acres of land. The project includes 284,341 square feet for two anchors, 34,968 square foot garden center, 14,820 square foot drug store, 35,000 square feet of Sub-Major tenants, 28,000 square feet of miscellaneous shops, and 10,300 square feet of restaurant area. A total of 1,967 parking spaces will be provided. The project site is located at the northwest corner of West Avenue L and 57<sup>th</sup> Street West.

**CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Amargosa Creek Specific Plan.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

**Regional Growth Forecasts**

The EIR should reflect the most current adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, and City are as follows:

**Adopted SCAG Regionwide Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

**Adopted North Los Angeles County Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	735,262	852,964	967,387	1,076,013	1,179,228
Households	221,538	256,966	292,658	327,745	362,324
Employment	215,955	235,070	253,417	270,409	286,286

**City of Lancaster Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	168,032	191,912	215,468	238,048	259,696
Households	51,418	58,980	66,591	74,058	81,403
Employment	59,684	62,937	66,081	69,026	71,816

The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The project as the potential to provide a large number of employment opportunities for the City of Lancaster and surrounding area. Between 2010 and 2030 North Los Angeles County (NLAC) and City of Lancaster Adopted Employment Forecasts shows that the NLAC and the City will go from a job rich area to a job poor area. This project could aid this slowing this decline. Please address this in the DEIR.

### **GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING**

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

### **GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.20 *Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY**

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.*
- 3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

### **AIR QUALITY CHAPTER**

The Air Quality Chapter core actions related to the proposed project include:

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

### **OPEN SPACE AND CONSERVATION CHAPTER**

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.4 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.5 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.6 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*
- 9.8 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

### **WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS**

The Water Quality Chapter goals related to the proposed project include:

- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

### **REGIONAL TRANSPORTATION PLAN**

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

#### *Regional Transportation Plan Goals:*

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*

#### *Regional Transportation Plan Policies:*

- RTP P1 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*



Performance Indicator	Performance Measures	Definition	Performance Outcome
<b>Mobility</b>	Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
<b>Accessibility</b>	Percent PM peak work trips within 45 minutes of home		Auto 90% Transit 37%
	Distribution of work trip travel times		Auto 8% Improvement Transit 8% Improvement
<b>Reliability</b>	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
<b>Safety</b>	Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
<b>Cost Effectiveness</b>	Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	\$3.08
<b>Productivity</b>	Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided.	
		Roadway Capacity - vehicles per hour per lane by type of facility. Transit Capacity – seating capacity utilized by mode.	20% Improvement at known bottlenecks  N/A
<b>Sustainability</b>	Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	\$20 per capita, primarily in preservation costs
<b>Preservation</b>	Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
<b>Environmental</b>	Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
<b>Environmental Justice</b>	Expenditures by quintile and ethnicity	Proportionate share of expenditures in the 2004 RTP by each quintile.	No disproportionate impact to any group or quintile
	Benefit vs. burden by quintiles	Proportionate share of benefits to each quintile ethnicity.  Proportionate share of additional airport noise by ethnic group.	

- RTP P2 Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
- RTP P3 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*

## **GROWTH VISIONING**

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility, livability** and **prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

### *Principle 1: Improve mobility for all residents*

- GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3 Encourage transit-oriented development.*
- GV P1.4 Promote a variety of travel choices*

### *Principle 2: Foster livability in all communities*

- GV P2.1 Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 Promote developments, which provide a mix of uses.*
- GV P2.3 Promote "people scaled," walkable communities.*
- GV P2.4 Support the preservation of stable, single-family neighborhoods.*

### *Principle 3: Enable prosperity for all people*

- GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 Support educational opportunities that promote balanced growth.*
- GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 Encourage civic engagement.*

### *Principle 4: Promote sustainability for future generations*

- GV P4.1 Preserve rural, agricultural, recreational and environmentally sensitive areas.*
- GV P4.2 Focus development in urban centers and existing cities.*
- GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 Utilize "green" development techniques*

## **CONCLUSION**

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
*Roles and Authorities*

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

**Suggested Side by Side Format - Comparison Table of SCAG Policies**

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is as follows:

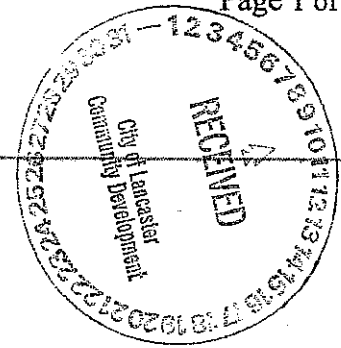
SCAG RCPG (RTP and/or CGV) Policies

Growth Management Chapter

Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	<i>The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	<i>In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	<i>The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

**Swain, Jocelyn**

**From:** Jeff Hanson [hanski\_01@yahoo.com]  
**Sent:** Tuesday, July 10, 2007 9:15 PM  
**To:** Swain, Jocelyn  
**Subject:** Proposed Lane Ranch and Wal-Mart developments



Jocelyn,

My name is Jeffrey Hanson. I live at the intersection of L and 60th street in the Richmond American -Capistrano development. I am writing this letter to you to express my disappointment that the city of Lancaster would even entertain the idea of allowing a "Big Box" retailer (four to be exact) to build directly across from a high school. I am a new transplant to the Antelope valley from the Redondo Beach area and choose the development at the intersection of L and 60th for the simple fact that I was tired of the traffic, noise, and sound of helicopters and sirens in and around my neighborhood. Granted there are still some of those distractions here, but a lot less. If I had been informed that this intersection was to become a major business development I would have looked else where besides the city of Lancaster to purchase my home for myself and family.

I am concerned for not only my family's safety, but my neighbors as well. If these commercial and retail outlets are allowed to build at this intersection I fear that my neighborhood will become a shortcut for motorists trying to find a quick way around the traffic that will clog many of the major intersections leading to Wal-Mart and Target, as well as Home Depot and the fast food and retail stores that will be built. I also wonder who will pay for the widening of I, J, K, L, and 60th to accommodate the delivery traffic that will plague these streets with heavy truck traffic. Will Wal-Mart pay...How about Target...I think not. I will end up paying for these projects through higher city taxes.

How would the added burden of traffic affect the emergency response time for fire and police, and who will respond, Palmdale Sheriff? LA County Sheriff? or the CHP. I don't think any of those agencies want to foot the bill. The surrounding neighborhoods will become dumping grounds for shopping carts, transients will use the parking lots to camp for days and the crime will increase around the neighborhoods close to these retail centers. I am sure you are aware of the increased crime and patrols necessary at the Wal-Mart super center a mere five (5) miles from this proposed site. Do we really need another super center in Lancaster?

It troubles me that Wal-Mart would purchase residential property and have it converted to commercial when there are a multitude of areas along Lancaster Blvd west of 60th that would suite the clientele that frequents Wal-Mart. I feel that the Half-Million dollar price I paid for my lovely home will be severely impacted with the construction of these super centers. Dealing with the Section Eight dwellers in my neighborhood is quite enough (they are easy to spot, they are the ones who don't care if the grass gets watered or the lawn gets cut, or the waste cans get picked up five days after trash day) I feel that allowing these super centers to be built across from a high school will attract more section eight's further eroding the value of my home.

I would hope that the city of Lancaster would not allow its self to be bullied into permitting either of these proposed developments to be built. This should be a no-brainer, simply deny the petition to convert the lots at the North-West corner of L and 60th from residential to commercial property. I feel that the following issues will have a negative impact on the city of Lancaster and the surrounding areas, including Quartz Hill;

Increased crime

7/11/2007

- Increased response time to accidents and emergencies
- Increased vandalism and graffiti
- Loss of local family owned businesses
- Increase in abandoned buildings
- Loss of property value
- Increased traffic and grid lock
- Loss of rural feeling
- Increase in noise
- More trash in and around local neighborhoods
- Increase in transient population
- Destruction of single lane roads due to increased heavy truck traffic
- Increase in gang activities

What kind of negative impact to the community would occur if these super centers decided to pull up stakes and move...for any reason, what would become of the abandoned structures?. I urge you to stand on the side of the families who live in this neighborhood, show us that WE are important to the future of Lancaster. By doing so, the city of Lancaster will show current residents and future Lancaster residents that the city of Lancaster is a family oriented town. If you allow these developments to be built, one of which will destroy Lane Ranch, you will send a loud and clear message that the city of Lancaster is not family friendly

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Ready for the edge of your seat? [Check out tonight's top picks on Yahoo! TV.](#)

**Swain, Jocelyn**

---

**From:** Ludicke, Brian  
**Sent:** Friday, July 13, 2007 4:06 PM  
**To:** Swain, Jocelyn  
**Subject:** FW: Objection to target & walmart in Quartz Hill

RECEIVED  
JUL 13 2007  
CITY OF LANCASTER  
PLANNING DEPARTMENT  
661-723-6108

Jocelyn-FYI

---

**From:** Lawson, Vern  
**Sent:** Wednesday, July 11, 2007 8:53 AM  
**To:** harsla@att.net  
**Cc:** Ludicke, Brian  
**Subject:** RE: Objection to target & walmart in Quartz Hill

Thanks for your input. Please work with our planning department to find out when the public hearings will be held for this project so that you can have your opinion in the public record.

Vern Lawson  
Economic Development/Redevelopment Director  
Lancaster Redevelopment Agency  
44933 N Fern Avenue  
Lancaster California 93534  
Phone: 661 723 6108 Fax: 661 723 6210  
Email viawson@colra.org

---

**From:** harsla@att.net [mailto:harsla@att.net]  
**Sent:** Wednesday, July 11, 2007 5:46 AM  
**To:** Crosby, Terry; Crosby, Terry; Lawson, Vern; Lawson, Vern; LaSala, Robert; LaSala, Robert; Crosby, Terry; Crosby, Terry  
**Subject:** Objection to target & walmart in Quartz Hill

I strongly disagree with the plan to allow Target and Walmart residing so close to Quartz Hill High School. The stores are already located less than 5 miles away, there is absolutely no need or benefit to allowing this to take place. Traffic will become a problem, and the neighboring schools and community will be affected in a negative way. Quartz Hill is known for its great schools and for being a quiet community, lets keep it that way! I strongly oppose this proposition and I hope you will do some sort of impact study to determine what possible problems will arise allowing Walmart and Target to open out here, prior to allowing this to go through. i can think of only negatives coming from this proposal,except for the tax revenues. But it comes with bagage in my opinion. Thank You for your time.

Ken Harsla  
42541 56th st West  
Quartz Hill, CA 93536  
661 718-2853

Robert and Nancy Vatcher  
6323 Prairie Ct.  
Lancaster, Ca. 93536

09/07/07

City of Lancaster  
Planning Department  
44933 Fern Ave.  
Lancaster, Ca. 93534-2461

Attn: Jocelny Swain, Associate Planner - Environmental

Re: Development at 60th St. West and Avenue L

We are very concerned about the noise and light pollution from the night long operations proposed for Target, Home Depot, and Wal-Mart and its effect on nearby residents.

Further, the added traffic and fumes will endanger the quality of life and safety of those of us who live and attend school here, as well as greatly inconvenience anyone who has to drive on our streets.

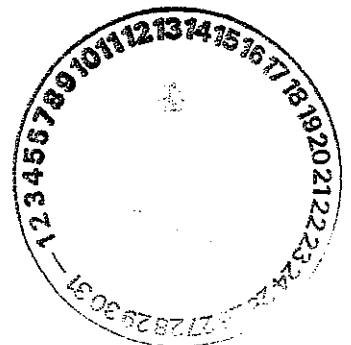
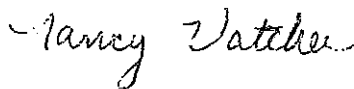
Another large concern is the amount of crime that a shopping center of this size will attract.

Finally, we strongly feel that the decline in property values that will result from building three huge stores so near to existing homes will place an undue economic hardship on the owners of those homes, with no benefit to the community.

Sincerely,



Robert and Nancy Vatcher





City of Lancaster  
Public Scoping Meeting

June 19, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill



Written comments may be provided below and submitted at the public scoping meeting or mailed or emailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: 661-723-5926  
Email: [jswain@cityoflancafterca.org](mailto:jswain@cityoflancafterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

BARBARA SANTA

5825 ALMOND VALLEY WAY

QUARTZ HILL, CA 93536 661-722-5562

Comments: TO WHOM IT REALLY CONCERNS -

WHO THE HELL DO YOU THINK YOU ARE? YOU HAVE NO  
RIGHT TO TAMPER WITH PEOPLE'S LIVES. CHANGING THE  
ZONING FROM "RESIDENTIAL" TO "COMMERCIAL" IS DOING THAT  
MY DAD WAS IN THE KOREAN WAR, MY LAPD-DETECTIVE-  
HUSBAND SPENT A YR IN IRAQ, MY BROTHER KEEPS  
YOUR STREETS SAFE AS A LAPD DEPUTY. DO YOU  
KNOW INTEGRITY? AS YOU CAN SEE, IT'S BIG IN MY  
FAMILY. EXAMINE YOUR CONSCIENCES. DO WHAT'S  
RIGHT, NOT WHAT'S MONETARILY BENEFICIAL TO  
A FEW!! (PS, I DID ATTEND PUBLIC MEETINGS)



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imlafing1@msn.com

Free Newsletter

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From : <postmaster@mail.hotmail.com>  
Sent : Friday, July 13, 2007 5:00 PM  
To : imlafing1@msn.com  
Subject : Delivery Status Notification (Failure)

Inbox

This is an automatically generated Delivery Status Notification.

Unable to deliver message to the following recipients, due to being unable to connect successfully to the destination mail server.

jswain@cityoflancaster.org

From: LANI REVELL <imlafing1@msn.com>  
To: jswain@cityoflancaster.org  
Subject: Quartz Hill Wall Mart-Target  
Sent: Wednesday, July 11, 2007 4:13 PM

I am opposed to the placement of Wal-Mart Target stores in Quartz Hill near our High School. Listed below are some valid reasons.

- #1. A great demand on our already understaffed Sheriff Dept.
- #2. Increased Truancy from the H/S .As well as Joe Walker middle school.
- #3. A place that the criminal element can blend in. Preying on the School Kids. Creating an unsafe environment.
- #4. Traffic congestion. When Students are dropped off and picked up from School . (gridlock)
- #5. Quartz Hill is just 8 min.s from 2 Wal-Mart stores and a Target store.

I dont fore-see anything positive having these stores in our neighborhood.  
Thank You for your time.

Keith Revell  
42030 Summer Lane  
Quartz Hill . Ca.  
93536  
661-722-4273



Inbox

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P.O. Box 3133, Quartz Hill, CA 93586-0133  
Fax (661) 943-3306 Tele (661) 943-9000  
[www.avconservancy.org](http://www.avconservancy.org) [avconservancy@yahoo.com](mailto:avconservancy@yahoo.com)

Directors  
Wendy Reed, MPA Ruben Gutierrez Jennifer M  
Elaine Macdonald John Lasagna



July 13, 2007

Jocelyn Swain, Associate Planner, Environmental  
City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534

Via fax (661) 723-5926 and U.S. Mail  
Page 1 of 1

re: The Commons at Quartz Hill, NOP, EIR

Dear Ms. Swain and Whom It May Concern,

Antelope Valley Conservancy respectfully requests the City of Lancaster Planning Department, Planning Commissioners, and our honorable City Council Members to decline permission for General Plan Amendment (GPA 06-04), Zone Change (ZC 06-04), general plan designation changes, zoning changes, Conditional Use Permit (CUP 06-04), and Tentative Parcel Map (TPM 68150) associated with the subject proposed development.

It is the position of Antelope Valley Conservancy, a local land trust serving the Antelope Valley region, as resolved by its board of directors, that the proposed development would irreparably damage environmental protections of the community and neighboring Significant Ecological Areas, and:

- That rural communities are important buffers to natural lands and Significant Ecological Areas, and that the proposed subject development and its influence radius would severely and negatively impact Biological Resources by encroaching on two SEAs in the vicinity;
- That the proposed development damages such rural community and SEA buffers by severe and negative impacts on air quality, light and aesthetic quality, sound quality, water quality, safety infrastructure, traffic infrastructure, hydrology, local economy, and local cultural resources of the adjacent high school and the rural town of Quartz Hill; and
- That governments should respect and comply with their General Plans and zoning regulations, upon which regional stakeholders and thousands of citizens rely to make informed choices.

Antelope Valley Conservancy respectfully requests that permission for General Plan Amendment (GPA 06-04), Zone Change (ZC 06-04), Conditional Use Permit (CUP 06-04), and Tentative Parcel Map (TPM 68150) be denied.

Antelope Valley Conservancy  
Board of Directors

by Wendy Reed, President

**Swain, Jocelyn**

---

**From:** Dorine Dincau [dorinedincau@yahoo.com]  
**Sent:** Tuesday, July 17, 2007 6:32 PM  
**To:** Swain, Jocelyn  
**Subject:** Lane Ranch Towne Center/The Commons at Quartz Hill

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner-Environmental

Comments on the Lane Ranch Towne Center and The Commons at Quartz Hill proposed projects:

I am opposed to the 2 proposed projects. I am not opposed to Wal-Mart or Target stores. I shop at them and are glad they are available. But, they do not belong across from Quartz Hill High School. Schools should not be surrounded by commercial development. They should always be located in residential areas. My older son attends Quartz Hill High School and my younger son will go there, too. It is a fine school that does not need busy, noisy detractors. I believe the majority of people do not want or need these proposed projects. The Antelope Valley already has 4 Super Wal-Marts and 2 Targets.

NO! to the zone changes.  
NO! to commercial development.  
NO! to more unbearable traffic.  
NO! to increased water and electricity usage.

YES! to residential development.  
YES! to park development.

Thank You.

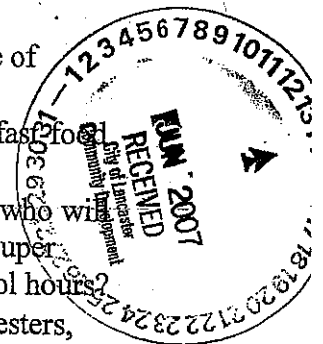
Dorine Dincau  
[dorinedincau@yahoo.com](mailto:dorinedincau@yahoo.com)  
5715 Oso Way  
Palmdale CA 93551

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## Environmental concerns for the superstore complexes by Quartz Hill High School

- **Traffic** - The traffic is already bad for students attending Quartz Hill High School increasing it will only make more students late getting to class and cause more accidents. Think of the road rage this will generate.
- **Traffic** - Adding delivery trucks 24-7 for the superstores, minor stores, bank, restaurants, fast-food stores, etc. will only make matters worse for local residents, students, and parents dropping off or picking up students. And don't forget to include the additional trash trucks and armored vehicles servicing the super complexes.
- **Traffic** - The number of parking spaces for the Super Wal-Mart complex is 1,837 and for the Lane Ranch complex is 1,960; this totals to 3,797. This is the number of anticipated customers who have to travel on Ave L, 60<sup>th</sup> Street and Ave K; on top of the delivery truck traffic and QHHS traffic!
- **Traffic** - With local residents ever get home? Adding 3 street lights on 60<sup>th</sup> Street from Ave. L to a proposed Ave K-12 in addition to the current ones on the corner of Ave K and Ave L makes a total of 5 streetlights in the space of a mile! Homeowners will have to contend with this and the increased traffic every day, every time they come and go from their property.
- **Traffic** - With the freeway 5 miles away all the delivery trucks and potential customers will be traveling down the Ave L bottleneck. From 40<sup>th</sup> Street to 60<sup>th</sup> street this is a single lane in each direction.
- **Reduced parking for students** - Currently students used the land where the proposed Wal-Mart complex will be built for parking. The school is so short of parking it overflows onto the local neighborhood residential streets. Students block homeowner's driveways and park perpendicular to street corners so their vehicle projects into the street intersection.
- **Pollution** - The noise and air pollution generated by delivery trucks and customer vehicles traveling 24-7 will degrade the neighborhood. Many trucks idle while waiting to deliver goods or while picking up money and vehicles sitting idle in traffic also generate air pollution.
- **Pollution** - The smell coming from fast-food stores highlights the smoke of greasy frying.
- **Pollution** - Trash will be everywhere. Take a look at any major store or fast food restaurant.
- **Safety** - With a new haven for truancy across the street from the school, who will pay to protect the students from the criminal activity that occurs around super store complexes? Will there be truancy officers station there during school hours?
- **Safety** - Will there be sheriffs stationed there 24-7 to catch the child molesters, rapists, parking lot robbers, auto thieves and armored vehicle robbers? If so who will pay the salaries for the addition officers - the stores or the tax payers?
- **Water & Power** - There is already a water shortage in the AV. Citizens are already footing the bill for increased services required because of the population increase. Are we expected to foot the bill for the next service expansion required to handle the demand these complexes will generate? Stores are major consumers



of power, just think of all the air conditioning and heating lost to the environment from the doors being continually opened for customer traffic.

- **Heat** - Asphalt parking lots and stores become a heat source – absorbing the sun all day and radiating it out after sunset. If night time temperatures remain high the following day begins hotter and this cycle continues; creating an island of heat. Residents in the surrounding area, as well as, the stores in the complexes will have to use more power to overcome this heat source.
- ~~Nothing new~~ – Within a 3-mile radius we already have a Vons, Albertsons and drug store. On 50<sup>th</sup> there are tire, nursery, hardware, and convince stores. There are gas stations, restaurants and fast-food available. The super store complexes will not add anything new for local shoppers.

I would not object to these super store complexes if they were moved to a location away from the school. If Lancaster City really wants to change 60<sup>th</sup> Street West from residential to commercial then build the super store complexes on the land across from the prison - nobody wants to build houses there. Or better yet build them in the already commercially zoned areas on Avenue G or H by the freeway; that way the traffic will not clog residential roads and store patrons will have easy access to the freeway.

A better use for the land across from QHHS would be a major park that offers classes for youths, adults and senior citizens such as; Mommy and Me, after school programs, arts & crafts, music & dance, summer programs for school age children, yoga for seniors, and classes in martial arts. In addition, a major park could be used by the high school for school parking, band & cheerleader practice, soccer or baseball practice for all age groups. A major park, like Palmdale's Marie Currie Park could be used for school or community concerts.

Jocelyn Swain, Associate Planner, Environmental  
City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, Ca. 93534

July 21, 2007

**Project Name: The Commons at Quartz Hill**

**Project Location/address: Northwest corner of 60<sup>th</sup> Street West and Avenue L.**

**We strongly object to the proposed commercial project to be constructed in a residential area.**

**For the following reasons: (1) High amount of traffic in an already heavily traveled area due to increased housing.**

**(2) The quality of air will be threatened, pollution will increase due to the excessive traffic, delivery trucks and customers automobiles patronizing the stores.**

**(3) The now quiet peaceful country atmosphere will dissipate. If this becomes a reality, we will be in the midst of a city!**

**(4) The water shortage is also an issue, as well as the sewer usage.**

**(5) The small stores in Quartz Hill will be unable to compete with Wal Mart and the large corporate stores planned for this project, therefore they will be forced to close.**

**(6) The crime rate will ultimately increase. Our property value will decrease.**

**(7) There is absolutely no need for a 5<sup>th</sup> Wal-Mart in this area.**

**(8) The zoning should remain residential.**

**(9) No stores that sell alcohol, cigarettes, weapons etc. should be built adjacent to schools.**

**(10) Let's put the children's safety first. The people of Lancaster, Quartz Hill have spoken, hopefully they will be heard.**

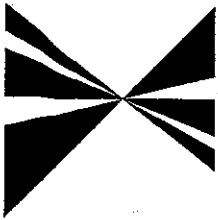
**We would appreciate your considering these concerns before you make your final decision.**

**Respectfully,**

J. & J. White  
L. Trombley  
5613 W. Ave. L-1  
Lancaster, Ca. 93536



SOUTHERN CALIFORNIA



**ASSOCIATION of GOVERNMENTS**

**Main Office**

818 West Seventh Street

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t (213) 236-1800

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[www.scag.ca.gov](http://www.scag.ca.gov)

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**Riverside County:** Jeff Stone, Riverside County - Thomas Buckley, Lake Elsinore - Bonnie Flickinger, Moreno Valley - Ron Loveridge, Riverside - Greg Pettis, Cathedral City - Ron Roberts, Temecula

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**Tribal Government Representative:** Andrew Masel Sr., Pechanga Band of Luiseno Indians

**Ventura County:** Linda Parks, Ventura County - Glen Becker, Simi Valley - Carl Morehouse, San Buenaventura - Tom Young, Port Hueneme

**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

July 19, 2007

Ms. Jocelyn Swain, Associate Planner  
City of Lancaster  
44933 N. Fern Avenue  
Lancaster, CA 93534



RE: SCAG Comments on an Amended Notice of Preparation (ANOP) of a Draft Environmental Impact Report for The Commons at Quartz Hill Project - SCAG No. I20070422

Dear Ms. Swain,

Thank you for submitting an Amended Notice of Preparation (ANOP) of a Draft Environmental Impact Report (DEIR) for The Commons at Quartz Hill Project, SCAG No. I20070422, to the Southern California Association of Governments (SCAG) for review and comment. This project was previously evaluated SCAG and was determined by SCAG as being regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15206).

Our letter of July 2, 2007 identified those policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project. These comments are also applicable to this amended project. A copy of this letter is enclosed for your review.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

The amended project would allow for the development of 395,000 square feet of commercial development to be located on 40.15 acres of land. The project includes a Wal-Mart Supercenter of 240,000 square feet with an associated garden center. A second anchor of approximately 90,000 square feet. And smaller retail buildings totaling 65,000 square feet. A total of 1,837 parking spaces will be provided. The project site is located at the northwest corner of West Avenue L and 57<sup>th</sup> Street West.

CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

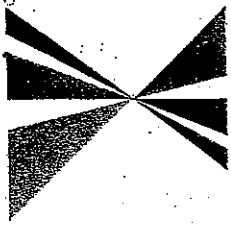
Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

  
Jacob Lieb  
Manager, Environmental Division

DOCS# 138166v1




**ASSOCIATION of  
GOVERNMENTS**
**Main Office**

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**Officers:** President: Gary Ovitt, San Bernardino County - First Vice President: Richard Dixon, Lake Forest - Second Vice President: Harry Baldwin, San Gabriel - Immediate Past President: Yvonne B. Burke, Los Angeles County

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**Orange County:** Chris Norby, Orange County - Christine Barnes, La Palma - John Beauman, Brea - Lou Bone, Justin - Debbie Cook, Huntington Beach - Leslie Daigle, Newport Beach - Richard Dixon, Lake Forest - Troy Edgar, Los Alamitos - Paul Glaab, Laguna Niguel - Robert Hernandez, Anaheim - Sharon Quirk, Fullerton

**Riverside County:** Jeff Stone, Riverside County - Thomas Buckley, Lake Elsinore - Bonnie Hirkinger, Moreno Valley - Ron Lovendge, Riverside - Greg Pettis, Cathedral City - Ron Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San Bernardino County - Lawrence Dale, Barstow - Paul Eaton, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley - Larry McCallion, Highland - Deborah Robertson, Rialto - Alan Wagner, Ontario

**Tribal Government Representative:** Andrew Masiel Sr., Pechanga Band of Luiseño Indians

**Ventura County:** Linda Parks, Ventura County - Glen Becerra, Santa Valley - Carl Morehouse, San Buenaventura - Tom Young, Port Huenehue

**Orange County Transportation Authority:** Ari Brown, Buena Park

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

July 2, 2007

Ms. Jocelyn Swain, Associate Planner  
City of Lancaster  
44933 N. Fern Avenue  
Lancaster, CA 93534

RE: SCAG Comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report for The Commons at Quartz Hill Project - SCAG No. I20070373

Dear Ms. Swain,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for The Commons at Quartz Hill Project, SCAG No. I20070373, to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project as a whole would allow for the development of 353,129 square foot commercial development to be located on 40.15 acres of land. The project includes 284,341 square feet for two anchors, 34,968 square foot garden center, 14,820 square foot drug store, 35,000 square feet of Sub-Major tenants, 28,000 square feet of miscellaneous shops, and 10,300 square feet of restaurant area. A total of 1,967 parking spaces will be provided. The project site is located at the northwest corner of West Avenue L and 57<sup>th</sup> Street West.

CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jacob Lieb  
Manager, Environmental Division

DOCS# 137543v1

**COMMENTS ON THE NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE COMMONS AT QUARTZ HILL PROJECT - SCAG NO. I 20070373**

**PROJECT DESCRIPTION**

The Commons at Quartz Hill Project as a whole would allow for the development of 353,129 square foot commercial development to be located on 40.15 acres of land. The project includes 284,341 square feet for two anchors, 34,968 square foot garden center, 14,820 square foot drug store, 35,000 square feet of Sub-Major tenants, 28,000 square feet of miscellaneous shops, and 10,300 square feet of restaurant area. A total of 1,967 parking spaces will be provided. The project site is located at the northwest corner of West Avenue L and 57<sup>th</sup> Street West.

**CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Amargosa Creek Specific Plan.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

**Regional Growth Forecasts**

The EIR should reflect the most current adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, and City are as follows:

**Adopted SCAG Regionwide Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

**Adopted North Los Angeles County Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	735,262	852,964	967,387	1,076,013	1,179,228
Households	221,538	256,966	292,658	327,745	362,324
Employment	215,955	235,070	253,417	270,409	286,286

**City of Lancaster Forecasts**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	168,032	191,912	215,468	238,048	259,696
Households	51,418	58,980	66,591	74,058	81,403
Employment	59,684	62,937	66,081	69,026	71,816

The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The project has the potential to provide a large number of employment opportunities for the City of Lancaster and surrounding area. Between 2010 and 2030 North Los Angeles County (NLAC) and City of Lancaster Adopted Employment Forecasts shows that the NLAC and the City will go from a job rich area to a job poor area. This project could aid in slowing this decline. Please address this in the DEIR.

#### **GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING**

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

#### **GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.20 *Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

**GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY**

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.*
- 3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

### AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

### OPEN SPACE AND CONSERVATION CHAPTER

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.4 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.5 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.6 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*
- 9.8 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

### WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter goals related to the proposed project include:

- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

### REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

#### *Regional Transportation Plan Goals:*

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*

#### *Regional Transportation Plan Policies:*

- RTP P1 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	Percent PM peak work trips within 45 minutes of home Distribution of work trip travel times		Auto 90% Transit 37%
Reliability	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	Auto 8% Improvement Transit 8% Improvement 10% Improvement
Safety	Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Cost Effectiveness	Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	\$3.08
Productivity	Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. Roadway Capacity - vehicles per hour per lane by type of facility. Transit Capacity - seating capacity utilized by mode.	20% Improvement at known bottlenecks  N/A
Sustainability	Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition. Preservation measure is a sub-set of sustainability.	\$20 per capita, primarily in preservation costs
Preservation	Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	Expenditures by quintile and ethnicity	Proportionate share of expenditures in the 2004 RTP by each quintile.	No disproportionate impact to any group or quintile
	Benefit vs. burden by quintiles	Proportionate share of benefits to each quintile ethnicity.  Proportionate share of additional airport noise by ethnic group.	

- RTP P2** *Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
- RTP P3** *RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*

### **GROWTH VISIONING**

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's **mobility, livability and prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

#### *Principle 1: Improve mobility for all residents*

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

#### *Principle 2: Foster livability in all communities*

- GV P2.1** *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2** *Promote developments, which provide a mix of uses.*
- GV P2.3** *Promote "people scaled," walkable communities.*
- GV P2.4** *Support the preservation of stable, single-family neighborhoods.*

#### *Principle 3: Enable prosperity for all people*

- GV P3.1** *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2** *Support educational opportunities that promote balanced growth.*
- GV P3.3** *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4** *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5** *Encourage civic engagement.*

#### *Principle 4: Promote sustainability for future generations*

- GV P4.1** *Preserve rural, agricultural, recreational and environmentally sensitive areas.*
- GV P4.2** *Focus development in urban centers and existing cities.*
- GV P4.3** *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4** *Utilize "green" development techniques*

### **CONCLUSION**

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
***Roles and Authorities***

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001



**Suggested Side by Side Format - Comparison Table of SCAG Policies**

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is as follows:

**SCAG RCPG (RTP and/or CGV) Policies  
Growth Management Chapter**

<b>Policy Number</b>	<b>Policy Text</b>	<b>Statement of Consistency, Non-Consistency, or Not Applicable</b>
3.01	<i>The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	<i>In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	<i>The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.



Name Mary De La Fuente  
Address 43202 W. 42nd St.  
QH Ca 93534  
Date 7-23-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

I am writing to oppose the Walmart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly in front of the Antelope Valley's best-rated public high school; serve as an ugly eyesore on the landscape; but most of all, the developments will destroy the quality of life and small town atmosphere that we have here.

my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Mary De La Fuente



Name Maryellen Albertson  
Address 42149 #3A 67<sup>th</sup> St. West  
QH Ca 93536  
Date 7-23-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

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my personal comments \_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Maryellen Albertson



Name APRIL MIKITKA

Address 42305 Hickory Glen

Quartz Hill, CA 93536

Date July 29 - 07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

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my personal comments \_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign April J Mikitka



Name JOSEPH P MIKITKA

Address 42305 HICKORY GLEN AVE,  
LANCASTER, CA. 93536

Date 7-29-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

I am writing to oppose the Walmart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly in front of the Antelope Valley's best-rated public high school; serve as an ugly eyesore on the landscape; but most of all, the developments will destroy the quality of life and small town atmosphere that we have here.

my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Joseph P Mikitka



Name Lolita Capalad  
Address 44110 47<sup>th</sup> St. W.  
Lancaster  
Date 9/26/07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

I am writing to oppose the Walmart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly in front of the Antelope Valley's best-rated public high school; serve as an ugly eyesore on the landscape; but most of all, the developments will destroy the quality of life and small town atmosphere that we have here.

my personal comments

I'm not in favor for  
another Wal-Mart.

Sincerely,

sign Lolita Capalad



Name Marlita Czerwon  
Address 43657 Tomahawk Dr.  
Apple  
Date 7-23-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

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my personal comments \_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Marlita Czerwon



Name RAFAEL PAGADIAN  
Address 43657 Tomahawk #.  
Lancaster, CA. 93534  
Date 7-29-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

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my personal comments

Pls. don't - Its way too close  
to schools a church - plus close enough  
to a new Super Walmart in Lane.

Sincerely,

sign R Pagadian





Name Roberta DeLaFuente

Address 43202 W. 42nd St.  
QH Ca 93536

Date 7-23-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

I am writing to oppose the Walmart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly in front of the Antelope Valley's best-rated public high school; serve as an ugly eyesore on the landscape; but most of all, the developments will destroy the quality of life and small town atmosphere that we have here.

my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Roberta DeLaFuente



Name Nicole De La Fuente

Address 43202 W. 42nd St

QH Ca 93536

Date 7-23-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Nicole De La Fuente



Name Vincent Gallegos  
Address 3828 Division St  
93550  
Date 7-18-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

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my personal comments

Residents Moved There to get  
Away From certain Elements. They wanted A  
certain Environment. That's why <sup>they</sup> chose to live there  
How many Super Centers do we need in the AV Anyway  
And what ever happened to the <sup>people's</sup> Rights. ~~FACE~~  
Sincerely, Does our vote ever count anymore

sign

Vincent Gallegos



Name DAVA EDELMAN JR.

Address 43917 KENNSINGTON

PL LANCASTER CA 93536

Date \_\_\_\_\_

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Sincerely,

sign Davg Edelman Jr.



Name Heather De La Fuente

Address 43202 W. 42nd St.

QH Ca 93536

Date 7-23-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Heather De La Fuente



Name DR. M. G. VAUGHAN  
Address 41518 Ventura DR,  
Palmale, CA 93551  
Date ~~9/3~~ 7/18/07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

Dear Ms. Swain,

I am writing to oppose the Walmart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly in front of the Antelope Valley's best-rated public high school; serve as an ugly eyesore on the landscape; but most of all, the developments will destroy the quality of life and small town atmosphere that we have here.

my personal comments There are 4000 young High Schoolers  
across this developments that will have walking  
access to guns & similar instruments, it won't stop  
them but in the car needed, guess what!

Sincerely,

sign M. G. Vaughan



Name Dr. G. L. VAGHJIANI

Address 41518 Ventura Dr,  
Palmdale, CA 93551

Date 7/18/07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

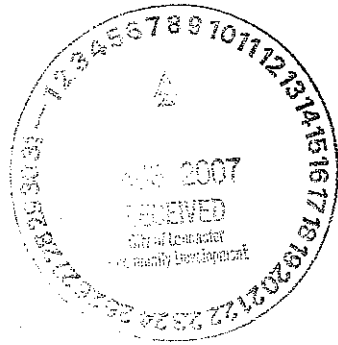
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my personal comments With OH High School, Morning of  
Evening traffic to get kids to school; this will  
be the worst jam ever for 4000 parents to get to  
work after dropping off children, in time!

Sincerely,

sign G. Vaghjiani



Name Patricia & Ted Hansen

Address 43618 Nicole Street  
Lancaster, CA 93535

Date 7/18/07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

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my personal comments having a large store right next to a high school  
is inappropriate. We do not need anymore super Wal-Mart's in  
this valley;

Sincerely,

sign Patricia J. Hansen  
Ted Hansen





Name JUANA CABEL

Address 43712 N. Goodson Ave.  
Lancaster, Ca 93534

Date 7/18/2007

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Juana Cabell



Name Jessica Dull  
Address 43840 Bibby Dr #8  
Lancaster, CA 93536  
Date 7/18/07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Jessica Dull



Name JEAN ONSTAD  
Address 36865 32<sup>ND</sup> ST. EAST  
PALMDALE, CA.  
Date 7-18-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Jean L. Onstad



Name Lena Grand-Weber  
Address 44215 Westridge Dr  
Lancaster CA 93536  
Date 7/18/07

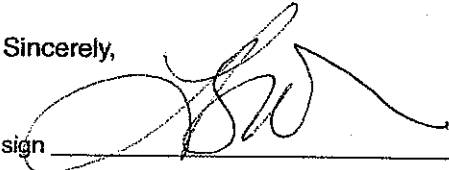
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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,  
  
sign \_\_\_\_\_



Name Karen Harris  
Address 40152 CASTANA LANE  
PAUMDALL, CA 93551  
Date 7-19-2007.

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

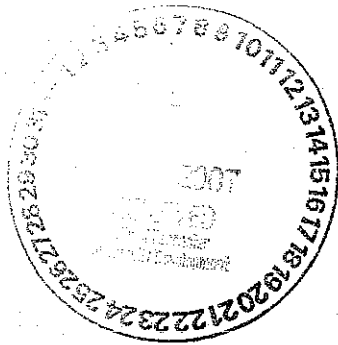
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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Karen Harris



Name Victor DeLaFuente

Address 43202 W. 42nd St.  
QH Ca 93534

Date 7-23-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Victor DeLaFuente



Name Elwood Flowers  
Address 1200 Caperton St  
East Lancaster CA 93535  
Date 7-19-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign. Elwood Flowers



Name NICHOLAS M. LOMIBAO  
Address 3140 DOLOMITE  
PALMDALE 93550  
Date 7-19-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

  
sign \_\_\_\_\_





Name Mark McCarthy

Address 1722 E. Ave. J-4

Date 07-19-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign Mark McCarthy



Name RAFAEL A. GONZALEZ, JR.  
Address 43112 N 15 ST. W  
LANCASTER CA  
Date 7/19/07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

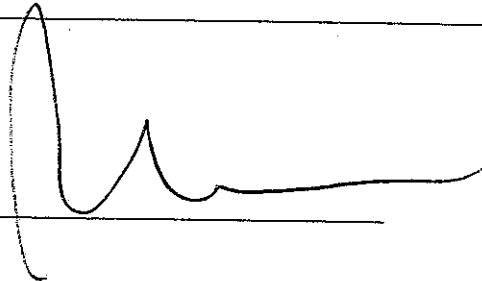
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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign 



Name Sandra Shannon  
Address 43717 22nd St. E.  
Lancaster, CA 93535  
Date 7.20.07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

Re: proposed developments at 60th West and L

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sig. Sandra Shannon



Name Alex Laureys  
Address 8349 MOJAVE AVE  
ROSAMOND, CA 93560  
Date 7-18-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sincerely,

sign *Alex Laureys*



Name RICHARD LAUREYS  
Address 8349 MOJAVE AVE  
ROSAMOND, CA. 93560  
Date 7-18-07

Attn: Jocelyn Swain, Assistant Planner - Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, CA 93534

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my personal comments \_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

Sincerely,

sign Richard Laureys



City of Lancaster  
Public Scoping Meeting

June 19, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill

Written comments may be provided below and submitted at the public scoping meeting or mailed or emailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: 661-723-5926  
Email: [jswain@cityoflancasterca.org](mailto:jswain@cityoflancasterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

Ardell Dane 4715 Northridge Dr 93551

Comments:

Please do not let Wal-Mart destroy another community by bringing crime & low life activity to it. There are already several in the area. We don't need more. Please quit destroying community for the sake of greed. Bishop Hearn's. We can well support the community with reputable businesses. Putting these by the high school is criminal. It certainly doesn't take much thought to see the obvious detriment to our children.

Keep me informed  
of all new meetings  
I will be there

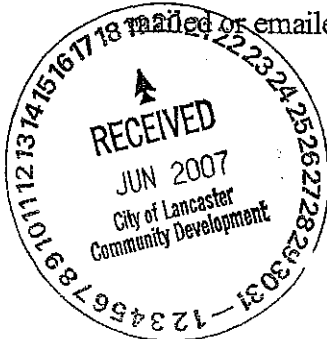
City of Lancaster  
Public Scoping Meeting

June 19, 2007

~~City of Lancaster~~  
Cotton

Lane Ranch Towne Center  
The Commons at Quartz Hill

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Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
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Fax: 661-723-5926  
Email: [jswain@cityoflanasterca.org](mailto:jswain@cityoflanasterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

Kathy Uribe #1  
5640 West AVE E4  
Lancaster, Ca 93536

Comments:

This is old dirt that you plan to mix with Valley Floor is A Big Threat?  
This is a quiet neighbor hood Why Shake it up!  
The increased Trucks & Cars will increase Resp Disease. What about the Crime you are inviting to my neighborhood! Will there be increased ~~police~~ law enforcement for our area?  
What about the people who will be per-handly? I don't want them in my Street.



City of Lancaster  
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Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner - Environmental  
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Email: [jswain@cityoflancasterca.org](mailto:jswain@cityoflancasterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

*Kathy White* #2  
5640 WEST AVE L4  
LANCASTER, CA 93536

Comments:

What about the men who will be standing at the home depot looking for work! legal or illegal increased crime + filth! How safe will it be for our children? The noise after 9pm + before 7am will increase <sup>with</sup> Trucks??  
Where is the list of people who are in favor of this. I never was one or saw one! my name would never have been on it!





City of Lancaster  
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City of Lancaster  
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44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: 661-723-5926  
Email: [jswain@cityoflanasterca.org](mailto:jswain@cityoflanasterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

#3

Kathy White  
5640 WEST AVE LY  
LANCASTER, CA 93536

Comments:

You are invite Students to skip school  
more Truancy Officers?  
The soil at Lane ranch is full of Urine  
& Cow Stool This will be air born again  
Another Resp Threat  
Traffic is bad now - It will be  
impossible <sup>with</sup> this! Danger to the children  
to both Schools!



City of Lancaster  
Public Scoping Meeting

June 19, 2007

Lane Ranch Towne Center  
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Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: 661-723-5926  
Email: [jswain@cityoflanasterca.org](mailto:jswain@cityoflanasterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

#4

Name/Address:

Kathy Uiker  
5640 WEST ADEL  
Lancaster, Ca 93536

Comments:

We bought our house because of the open space. The cows were a big plus! Now I will look at a Brick wall & Gary Writz allow it!! <sup>666</sup> Thank  
Will our house loss it Value? Will our Taxes increase? This is not a healthy or needed project  
This is Very Disruptive to Many peoples lives  
For someones profits many lives will  
Change for the worse.



City of Lancaster  
Public Scoping Meeting

June 19, 2007

Lane Ranch Towne Center  
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Email: [jswain@cityoflancasterca.org](mailto:jswain@cityoflancasterca.org)

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Name/Address:

*#15*  
Kathy Uihle  
5640 West Ave L4  
LANCASTER, Ca 93536

Comments:

Will the Streets be restored + kept  
repaired once the Big trucks start to come  
Wal-mart lots Complex park in the lots  
See molesters heaven!  
Will my Street be opened L4 off of 57<sup>th</sup>  
A line on the corner of L4 and Cinema Bar Small  
Street how is this going to stay closed to the  
mass of new traffic!



City of Lancaster  
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The Commons at Quartz Hill

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Name/Address:

*Kathy Uihle*  
*5640 West Ave L4*  
*Lancaster, Ca 93536*

#6

Comments:

*Find another place closer to  
the Freeway!*  
*This is a bad bad  
idea!*  
*many - many bad points  
to this project*  
*Traffic - Crime - Trash - Crime*  
*Water pollution - Crime - loss in Property  
Value*  
*Crime!*



**City of Lancaster  
Public Scoping Meeting**

**June 19, 2007**

**Lane Ranch Towne Center  
The Commons at Quartz Hill**

Written comments may be provided below and submitted at the public scoping meeting or mailed or emailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: 661-723-5926  
Email: [jswain@cityoflancasterca.org](mailto:jswain@cityoflancasterca.org)

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments or direction on what issues should be covered in the project analysis).

Name/Address:

Mr & Mrs Patton

42327 Davon Ct

Quartz Hill Ca 93536

Comments:

This proposed development is dangerous.  
The most important reason is that there  
is a large High School at 60<sup>th</sup> + L. There  
will be traffic fatalities.



Extra 6/14/2007 12:30 PM ET

## Wal-Mart theft: \$3 billion a year?

With the retailer's theft loss rate approaching the industrywide average, Wal-Mart says a policy of not prosecuting minor thefts is a contributing factor. Analysts say the problem is a result of security, and critics blame the company's staffing cuts.

By The Associated Press

Shoppers at Wal-Mart stores across America are loading carts with merchandise -- maybe a flat-screen TV, a few DVDs or a six-pack of beer -- and strolling out without paying. Employees also are helping themselves to goods they haven't paid for.

The world's largest retailer is saying little about these kinds of thefts, but its recent public disclosures that it is experiencing an increase in so-called "shrinkage" at its U.S. stores suggests that inventory losses due to shoplifting, employee theft, paperwork errors and supplier fraud could be worsening.

The hit is likely to rise to more than \$3 billion this year for **Wal-Mart Stores** (WMT, news, msgs), which generated sales of \$348.6 billion last year, according to retail consultant Burt Flickinger III.

Flickinger and other analysts say the increase in theft may be tied to Wal-Mart's highly publicized decision last year to no longer prosecute minor cases of shoplifting in order to focus on organized shoplifting rings. Former employees say staffing levels, including security personnel, have been reduced, making it easier for theft to occur. And a union-backed group critical of the retailer's personnel policies contends general worker discontent is playing a role.

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Wal-Mart declined to offer any explanations for the rise in losses but denied it has cut security staff and said employee morale is rising rather than falling.

Although Wal-Mart declined to reveal any details, analysts suspect Wal-Mart -- which for years had a theft loss rate that was half that of its peers -- is getting closer to the industrywide average.

Theft is a big problem for all retailers, costing them \$41.6 billion last year, according to a joint study released this week by the National Retail Federation and the University of Florida. The study found that the theft rate as a percentage of sales ticked upward slightly to 1.61% of sales in 2006 from 1.60% in 2005.

**Analyst's view:**

Whatever the cause, such theft -- which late founder Sam Walton once called one of retailers' top profit killers -- adds one more challenge when Wal-Mart is already struggling with sluggish sales at its established stores due to an overall economic slowdown as well as its own stumbles in its home- and apparel-merchandising strategies.

Eduardo Castro-Wright, president and CEO of Wal-Mart's U.S. store division, briefly acknowledged the theft problem in a mid-May conference call with analysts. He cited shrinkage as well as increased markdowns and higher inventory for dragging down first-quarter profit margins.

"We are concerned about shrinkage and are investigating the cause and are taking steps to correct it," Castro-Wright said. Company officials won't comment on those countermeasures.

Read more on MSN Money



#### \* Wal-Mart ratchets back on expansion

The retailer will open 190 to 200 U.S. supercenters this year -- down from the 265 to 270 it projected earlier -- because return on capital spending has slipped as it has saturated rural markets and encountered more competition in cities.

The company also said in a June 1 filing with federal securities regulators that its gross profit margin fell by 0.1% in the first quarter due in part to "higher inventory shrinkage."

John Simley, a Wal-Mart spokesman, declined to elaborate. He would say only that the company's theft losses as a percentage of sales is "better than our industry peer groups."

Analysts say it's significant that the company has publicly disclosed that theft is becoming a problem. "It is getting to the point of being material," said Richard Hastings, vice president and senior retail sector analyst at Bernard Sands. Securities regulations require companies to alert shareholders to significant corporate developments that could affect the value of their holdings.

#### \$45,000 from the store safe

Such pilferage as a percentage of sales has been declining since the mid-1990s as retailers have invested in new technology, such as closed-circuit TVs, according to Richard Hollinger, professor of criminology at the University of Florida.

About 47% of the dollars lost came from employee theft, while shoplifting accounted for about 32%, according to the National Retail Federation report. Administrative errors account for 14%, while supplier fraud accounts for 4%. The remaining 3% is unaccounted for.

In one of the more brazen employee thefts, a man wearing dark clothing and a ski mask entered a Port Clinton, Ohio, Wal-Mart store in January at midnight unnoticed by employees and stole \$45,000 from the store safe. The store's night manager, Dana Walker, 30, was later arrested for the crime. He became a suspect because he knew the combination to the safe, police said.

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The company's vociferous critic WakeUpWalMart.com, funded by the United Food and Commercial Workers, which has for years tried to organize the retailer's workers, publicized the company's decision last year to relax its zero-tolerance policy on shoplifting. The new policy seeks prosecutions of first-time offenders only if they are between ages 18 to 65 and steal at least \$25 worth of merchandise.

That change may have emboldened some folks to shoplift, said Mark Doyle, president of Jack L. Hayes International, a retail consultancy on loss prevention.

WakeUpWalMart.com and some former employees said Wal-Mart may also have been trying to appease complaints by some police departments that its stores tied up police with too many shoplifting calls. Wal-Mart has denied that.

Wal-Mart also may have been spooked by worries about lawsuits from wrongful death, unlawful imprisonment and other legal issues related to aggressively chasing down shoplifters. In March, Wal-Mart agreed to pay \$750,000 to the family of a suspected shoplifter who suffocated to death in 2005 as loss prevention workers held him down in a parking lot outside a store in Atascocita, Texas.

#### 'Being run by bean counters'

The change in policy came at the same time the company began using more part-time workers -- in part because of a new scheduling system that matches staffing more closely to peak shopping hours -- and shifting security personnel, analysts and critics say. That has left the discount chain without an

experienced and loyal staff to monitor what's strolling out its back and front doors, analysts and some former employees supplied by WakeUpWalMart.com said.

"The business is being run by bean counters. I am shocked at the Spartan level of staffing," said Flickinger, managing director of Strategic Resources Group. He added, "There are also morale issues. Workers feel that the company is taking care of itself."

While Wal-Mart denies that it has cut anti-theft jobs overall, it says it has adjusted staffing to put more personnel in stores in high-crime areas and fewer in stores with less trouble.

#### Skimpy pay and benefits

However, Dan Meyer, a former district loss prevention supervisor for several Wal-Mart stores in New Jersey, disputes that. Meyer, who said he accepted a buyout last fall after almost 12 years with the company, said Wal-Mart reduced the number of loss prevention staff in each store last year and redesigned their jobs in a way that was less active and more administrative.

"That's why shrinkage is up," he said.

Meyer said he averaged 13 apprehensions a month during most of his time at Wal-Mart. That number dropped to three to four a month in the months before he left last October. Meyer said his totals dropped because there were fewer security staff and less support from his managers for aggressively rooting out theft.

WakeUpWalMart.com has linked rising theft to its claims that the company offers skimpy pay and benefits. Wal-Mart also faces a class-action lawsuit alleging female workers were passed over for men in pay and promotions.

"I am not the type to steal, but because we are so mistreated, when I saw things I just didn't do anything," said Gina Tuley, a former Wal-Mart bakery worker, who quit her job at the Seagoville, Texas, store in March. A big complaint was that her hours had been cut, reducing her take-home pay.

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Wal-Mart defends its pay as competitive and its health-care coverage as better than most retailers, and has denied gender discrimination.

Wal-Mart's Simley said an April survey of employees that showed rising job satisfaction suggests Tuley's attitude does not represent most Wal-Mart associates.

Even so, several former associates said in interviews that their bonuses have declined because of the rise in inventory losses.

#### The shrinking bonus

Wal-Mart's Simley disputes these claims, saying theft reduction was dropped from the bonus formula about a dozen years ago. It was Walton's idea to tie associates' bonuses to their stores' pilferage levels to give them a vested interest in keeping theft in check. Tuley said her bonus last year was \$300, down from \$800 the previous year.

"People would walk out with bags of merchandise. . . . I heard the alarms go off, and people wouldn't even look," she said.



June 20, 2007

Jocelyn Swain, Associated Planner, Environmental  
City of Lancaster Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534

Ms. Swain:

This is the latest list of our environmental concerns for the two super store complexes



### Traffic

- The traffic is already bad for students attending Quartz Hill High School, increasing it will only make more students late getting to class and cause more accidents. Think of the road rage this will generate.
- Adding delivery trucks 24-7 for the two super complexes; each containing 4 major stores apiece, plus multiple minor stores, banks, restaurants, fast-food stores, etc. will only make matters worse for local residents, students, and parents dropping off or picking up students. And don't forget to include the buses, trash trucks and armored vehicles servicing the super complexes.
- The number of parking spaces for the Super Wal-Mart complex is 1,837 and for the Lane Ranch complex is 1,960; this totals to 3,797. This is the number of anticipated customers who have to travel on Ave L, 60<sup>th</sup> Street and Ave K; on top of the delivery truck, buses, service vehicles and QHHS traffic!
- Will local residents ever get home? Adding 3 street lights on 60<sup>th</sup> Street from Ave. L to a proposed Ave K-12 in addition to the current ones on the corner of Ave K and Ave L makes a total of 5 streetlights in the space of a mile! Homeowners will have to contend with this and the increased traffic every day, every time they come and go from their property.
- With the freeway 5 miles away all the delivery trucks and a large number of potential customers will be traveling down the Ave L bottleneck. From 40<sup>th</sup> Street to 60<sup>th</sup> Street it is a single lane in each direction. This section of road is owned by LA County, it's highly unlikely LA County will pay to widen this road for the benefit of Lancaster super stores.
- 60<sup>th</sup> Street from the intersection at Ave L-8 to Ave N is a single lane in each direction with 1 stop sign. This route is already over whelmed with drop off and pick up traffic for Quartz Hill High School. Who owns this 2 mile stretch of road? Who will pay to widen it and put in stop lights to handle the increased traffic?
- Already there are delivery trucks and bus transportation both school and public that use the residential Ave. L-8 to avoid traffic on Ave L. This is the other side of the proposed Lane complex. Joe Walker Junior High School is located on this street kiddy-corner to the proposed Lane complex, more traffic using this road to avoid the bottleneck on Ave L will punish both the local residents and parents trying to get their kids to or from school.
- In the first public hearing we were told traffic data was collected at the end of the school year. When we objected to that on the grounds it is not representative of a school year because many students do not attend the last week or so of school on a regular base and there are few sporting and other events occurring, we were asked when traffic data should be collected. We suggested in the beginning of the school year, and for a full month so it would include traffic for practices and games. We were told that could be done. In the second hearing we were told you are writing the reports right now! You will be using inaccurate data.

## **Safety**

- How will emergency vehicles get through all the traffic?
- The super stores will sell cigarettes, liquor and firearms. We do not need this by the high school or junior high school. People can be hurt by drunk drivers and we don't want to be the next community affected by a school shooting incident.
- Will there be sheriffs stationed there 24-7 to catch the child molesters, rapists, parking lot robbers, auto thieves and armored vehicle robbers? If so who will pay the salaries for the additional officers – the stores or the tax payers?
- Lancaster Sheriffs will be responsible for the Super Complexes. Right behind the Lane Complex and on the other side of the high school is unincorporated areas which are under California Highway Patrol jurisdiction. Just a mile down 60<sup>th</sup> Street West it becomes Palmdale's responsibility. What law enforcement agency will service crime crossing these jurisdiction borders? When a call for assistance is made, will every agency say it's not their responsibility?
- Wal-Mart has a policy of encouraging overnight parking for trailers and RVs. Students will be walking by these on their way to school. A molester or rapist could easily snatch a passing student and hide them inside the RV.
- With so much money flowing around, criminals and gang-bangers will be attracted to the area to sell or buy drugs and rob students or customers. They will paint graffiti and fight for a piece of the turf. Students will be placed in harms way dodging bullets as the criminals and gang-bangers flee the scene in speeding vehicles. Gang-bangers will intimidate the students and parents will no longer be comfortable allowing their children to attend night time activities like sporting events, club activities, and night school. The crime will spill over into the residential neighborhood raising rates of robbery, burglary and auto theft. Research the crime statistics from any of the current superstores we already have in the AV for parking lot crime and increased crime occurring in the surrounding residential areas.
- With law enforcement busy handling the increase in crime, how much longer will residents and business not located in the super store complexes have to wait for service? Each time an arrest is made, law enforcement is tied up with transportation of the criminals, paperwork, and possible court time.

## **Pollution**

- The air pollution generated by delivery trucks and customer vehicles traveling 24-7 will degrade the neighborhood. Many trucks idle while waiting to deliver goods or while picking up money this creates more air pollution. Vehicles sitting idle in traffic also generate air pollution.
- Trash will be everywhere! Take a look at any major store or fast-food restaurant.
- The noise of never ending traffic; blaring horns, emergency vehicles, and helicopters will drown out the sounds we are use to hearing; waking up to the call of a rooster, hearing the cheery sounds of early morning birds, the lowing of cattle, the baaing of sheep, the cry of a red tail hawk flying over head, the evening chorus of frogs and the late night howls of coyotes. We'll never be able to enjoy a peaceful morning or evening quite time again.
- The lights from the stores and parking lots 24-7 will destroy the night sky, we'll never be able to view the stars or watch a meteor shower from our back yard again.
- Between 2003 and 2005, state and federal environmental agencies fined Wal-Mart \$5 million. In 2005, Wal-Mart paid \$1.15 million settlement to the State of Connecticut for allowing improperly stored pesticides and other pollutants to pollute streams. [Hartford Courant, 8/16/05]. In Georgia, Wal-Mart was fined \$150,000 in 2004 for water contamination. [Atlanta Journal-Constitution, 2/10/05]. The AV's ground water has problems enough, with shortages and pollution; we don't need the addition of more.

- In May 2004, Wal-Mart paid the largest settlement for storm water violations in EPA history. The United States sued Wal-Mart for violating the Clean Water Act in 9 states, calling for penalties of over \$3.1 million. [U.S. Environmental Protection Agency, May 12, 2004, U.S. v. Wal-Mart Stores Inc., 2004 WL 2370700] We already have problems with flooding in Quartz Hill.
- In 2004, Wal-Mart was fined \$765,000 for violating Florida's petroleum storage tank laws at its automobile service centers. Wal-Mart failed to register its fuel tanks, failed to install devices that prevent overflow, did not perform monthly monitoring, lacked current technologies, and blocked state inspectors. [Associated Press, 11/18/04]. These pollution violations occurred within the last 3 years; I wouldn't trust them to clean up their act.
- Asphalt parking lots and stores are a source of heat – absorbing the sun all day and radiating it out after sunset. If night time temperatures remain high the following day begins hotter and this cycle continues; creating an island of heat. Residents in the surrounding area, as well as, the stores in the complexes will have to use more power to overcome this heat source.
- The dirty greasy smell of frying food coming from fast-food stores and the smell of rotting food in the super store, fast-food and restaurant dumpsters will degrade the neighborhood air quality. This will also attract vermin; rats, cockroaches, ants and animal dumper divers like ravens, coyotes and raccoons; potential sources of rabies.
- Construction pollution while building is going on will endanger students and residents. Both campuses have after school practice for various sports through out the school year. Dirt and smog will damage their lungs, this is particularly hazardous for young people as it affects their breathing for life. Valley Fever is prevalent in the soil of the Antelope Valley and every time dirt is airborne there is a possibility of infect to students and local residents. After construction, air pollution will continue from vehicles, damaging the lungs of sports minded students and residents as well as affect people with asthma.
- When the AM/PM was built on the corner of Ave L-8 and 60<sup>th</sup> Street West, they were forced to lower their lighted sign from above building height to just off the ground. We'll expect the same from every store in these complexes.
- **Hazards**
- Flooding and ice problems created by watering of landscaping, nursery plants, and run off from other cleanup activities will pose a hazard to pedestrians and drivers.
- Students from Quartz Hill High School and Joe Walker Junior High School hurrying to or from school or an event are sometimes careless of their safety and will dart across the street. A serious accident is more likely to happen with such a tremendous increase in traffic.
- Currently students used the land where the proposed Wal-Mart complex will be built for parking. The school is so short of parking it overflows onto the local neighborhood residential streets. Students block homeowner's driveways and park perpendicular to street corners so their vehicle projects into the street intersection. Where will all the students park? It's highly unlikely the super stores will allow students to park in their lot.

#### **Hydrology and Water Quality**

- Parking lots prevent rain water from soaking into the soil causing flooding in the surrounding areas. The runoff from these lots will pollute the local groundwater with the drippings from the parked vehicles.
- There is currently a water shortage in the AV and it will only worsen with the addition of these complexes. Just 5 miles away at the intersection of Ave F and 60<sup>th</sup> Street West, Lancaster is proposing to develop a 100 acre groundwater recharge basin that could be operational as early as 2010. Chemicals dumped, spilled or hosed off on the ground surrounding these complexes will degrade the groundwater quality and this affects not only the surrounding community but all of the AV. It will cost more to treat the water for

reuse. Who will carry this burden? It is unlikely the stores will pay. With Wal-Mart's record of pollution violations, it would be stupid to assume intentional or accidental spills will not occur.

- Where are the catch basins for these complexes? The plans do not show any. Where will the store run-off go? Where will rain water go? Whenever it rains here, we have flooding on Ave L between 60<sup>th</sup> and 40<sup>th</sup>, on Ave K between 50<sup>th</sup> and 40<sup>th</sup> and down 60<sup>th</sup> from Ave L-8 to the prison on Ave J. During the last El Nino, the prison catch basin overflowed with the water running down 50 and 60<sup>th</sup> and it ate through the basin embankments.

#### **Water, Power, Sewage & Trash**

- Stores are major consumers of power, just think of all the air conditioning and heating lost to the environment from the doors being continually opened for customer traffic and delivery of goods. Stores generate tons of trash and with our wind it could obstruct the window view of drivers. LA already trucks their trash to the Antelope Valley; the addition of more trash will just reduce the lifespan of the current landfills. Where will the additional water come from and where will the sewage go? Citizens are already footing the bill for upgrades to infrastructures to handle the recent population increase. Are we expected to foot the bill for the next service expansion required to handle the demand these complexes will generate?

#### **Aesthetics**

- The super store complexes located across the street from the high school and junior high school will become a truancy haven. It will be a place where kids can hang out with their friends, shop lift, smoke cigarettes and dope. Will there be truancy officers stationed there everyday during school hours? The stores created this temptation; will they pay for the truancy officer's salaries or will the tax payers have to foot this bill as well?
- As of May 2006, Wal-Mart Realty has listed 320 vacant or soon to be vacant properties that the company is looking to lease or sell. They total to over 25 million square feet. An average discount store is 97,000 square feet. The Wal-Mart store plan is for a 202,430 square foot building. Far too large for most other tenants, so once abandoned it will be blight on the neighborhood and a hang out for truant students, gang bangers and derelicts.
- Many day labors hang around Home Depot stores trying to get a job. It may be a perfect example to encourage students to stay in school but it also attracts homeless, alcoholics, drug addicts and other derelicts; degrading the neighborhood.
- This is a residential neighborhood; we don't want to change it. Many moved here to get away from the city atmosphere.
- Within a 3 mile radius of these proposed complexes there are banks, drug stores, a pet store, fast-food, restaurants and both a Vons and an Albertsons grocery store. In Quartz Hill's tradition business district, 50<sup>th</sup> Street, there are multiple tire stores, a nursery, a hardware and lumber store, and many convenience stores. There are numerous gas stations, restaurants, a dairy and fast-food available on 50<sup>th</sup> Street all within 1 mile of the proposed complexes. The super store complexes will not provide anything new for local shoppers.

#### **Population and Housing**

- The employees of the Vons and Albertson's stores will lose their jobs as their customer base dwindles. They will then be forced to either accept non union jobs for reduced rates at the Super stores or if their luckily they may be able to transfer out of the area. Unhappy residents will leave the area if these complexes are built and because the nearness of the stores will reduce the value of their homes, they may walk away just to get away. When the union and professional working force with the highest income leave the area, the only remaining customers for the super stores will be the low paid workers and section 8 residents.

- If Lancaster City really wants to change 60<sup>th</sup> Street West from residential to commercial then build the super store complexes on the land across from the prison - nobody wants to build houses there. Or better yet build them in the already commercially zoned areas on Avenue G or H by the freeway; that way the traffic will not clog residential roads and store patrons will have easy access to the freeway.
- Wal-Mart purchased this land knowing it was zoned as residential; they should build houses for their own workers who are paid so little they can't afford to buy a home. It could be Wal-Mart's own section 8 community. The only good point for a Wal-Mart owned section 8 housing is at least the residents are willing to work.
- With so many concerns about student safety and traffic associated with this location for the super complexes, I suggest under your environmental mitigation plans, you include the cost to relocate Quartz Hill High School and Joe Walker Junior High School.

#### **Land use and Cultural Resources**

- A better use for the Wal-Mart land across from Quartz Hill High School would be a major park that offers classes for youths, adults and senior citizens such as; Mommy and Me, after school programs, arts & crafts, music, dance, theater, summer programs for school age children, gymnastics, yoga for seniors, dog training, First Aid, CPR and classes in martial arts. The nearest Lancaster city park to residents on the west side is at least 4 miles away. The distance west side residents have to travel to attend many of Lancaster's classes is more than 5 miles away; this is not a distance that can be safely traveled on foot. El Dorado Park - 5.34 miles, Jane Reynolds Park - 7.69 miles, Lancaster City Park - 8.77 miles and Skytower Park - 10.67 miles. Why can't we have a skateboard area, all year round pool and winter ice skating like Palmdale? Why do the west side residents have to go to Palmdale to jog, bike, walk a dog or fly a kite? In addition, a major park could be used by the high school for regular or event driven school parking, band & cheerleader practice, soccer or baseball practice for all age groups. A major park could be used for school and community concerts, like Palmdale's Marie Kerr Park. Since Wal-Mart has already purchased this land and it is useless to them unless it is rezoned, maybe they would be willing to trade it with land near the freeway that is already zoned commercial.
- A better use for the remaining piece of Lane Ranch kiddy-corner from Joe Walker Junior High School would be an Antelope Valley heritage museum. The ranch house could house artifacts and other memorabilia from AV history. The barns could display farm equipment and possibly host live demonstrations for school tours. Students throughout LA County could learn about the ranching and farming history of southern California. Maybe the local 4-H club or QHHS agriculture students could give lectures and demonstrations. Maybe locals could demonstrate horse shoeing, roping, sheep sheering, wool carding, weaving and other skills to students. It could have a restaurant that specializes in historical recipes from the AV using foods grown or raised locally. Maybe a few small stores could be built and some of the smaller structures already on the property could be utilized. These stores would not draw away the business from the stores on 50<sup>th</sup> Street because they could offer special products: historical foods and goods, local arts and crafts, and a nursery specializing in native plants. This site could host a weekend farmers market for the local growers to sell their produce that is too ripe for shipment and at the same time it would reduce the illegal selling of produce on street corners. This type of historical complex would offer something unique to the Antelope Valley. It would not be just another of the same ol' super store shopping that is available all over the AV.

The Environmental Report should include the raw data collected and the times it was collected, date and time as well as time span. That way when we evaluate the report we will know if you used representative data. In particular, when were the traffic counts collected, for how long was it collected, where did the counts for the average number of delivery trucks and service vehicles for stores of that size come from, and where was air pollution data collected – from the proposed sights that are currently vacant lots or from already operational store complexes of comparable size and customer base? The report needs to include the equations used to evaluate the collected data and proposed mitigation solution to an issue. It should also include error analysis of all the environmental evaluations and any mitigation solutions.

Thank you,

Michael Goss  
Cleo Goss  
6111 Landau Place  
Quartz Hill, CA  
93536

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill



Written comments may be provided below and submitted at the public scoping meeting or mailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner – Environmental  
Fax: (661) 723-5926

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address:

DEB STUART  
4533 W. AVE L-12  
QUARTZ HILL, CA 93536

Comments:

1. TRAFFIC CONCERNS
2. WHERE IS THE WATER COMING FROM?
3. RE-ZONING TO SELL LIQUEUR BY SCHOOLS? SHOULDN'T HAPPEN.
4. 24 HR. DELIVERY TRUCKS
5. COUNTY ROAD IMPROVEMENTS WON'T HAPPEN.
6. IS THIS AN APPROPRIATE LOCATION FOR BIG BOX STORES IN A RESIDENTIALLY ZONED AREA?

Swain, Jocelyn

From: glen judy harbison [bison4x@roadrunner.com]  
Sent: Tuesday, June 26, 2007 8:11 PM  
To: Swain, Jocelyn  
Subject: Wal-mart/Target



Ms. Swain,

We will be unable to attend then June 19<sup>th</sup> meeting but feel it is important to give our opinion about the purposed Wal-Mart/Target project.

We drive past the intersection at Avenue L and 60<sup>th</sup> Street West on a daily bases and often see high school aged children sitting on the block wall fencing of homes in the area, loitering at the Arco station, or occupying the large grass area outside Quartz Hill High School for hours at a time. Many students are commuter kids so they are waiting for buses or rides from home. When school is about to begin or is letting out, we avoid that area because the traffic is horrendous; there is no doubt if there were super stores in the area the traffic situation will be catastrophic.

The City of Lancaster planning commission should be doing just that-"Planning". Where else in the city of Lancaster or in the city of Palmdale are there schools NEXT TO large retail stores like Wal-Mart or Target. There are good reasons that the concept of zoning areas were established, schools should exist in residential areas and business should exist in business areas. Changing the zoning from residential to business when the school already exists is poor planning.

Currently, because of the location, Arco on 60<sup>th</sup> west does not even allow students to enter their store if they are carrying backpacks: Does anyone need to wonder why? Will Wal-Mart/Target adopt the same policy? If so, does that mean that the students from the high school will be hanging around on the outside of the stores? For consumers it is not desirable to shop or frequent eating establishments where at certain times of the day are filled with wayward teenagers with nothing better to do.

If the city of Lancaster wants a better community in the years to come then they need to see past the dollar signs in the fleeting moment and plan for the future.

Sincerely,

Glen and Judy Harbison



Swain, Jocelyn

From: Boxingemm@aol.com  
Sent: Tuesday, June 26, 2007 10:04 PM  
To: Swain, Jocelyn  
Subject: Mega Centers in Quartz Hill



Jocelyn Swain,

It is my understanding that you are the contact regarding the 2 mega centers planning to open on the corner of 60th. St West and L. in Quartz Hill.

It is very sad we have to face this kind of challenge being threatened to have 2 mega centers in an area that is totally not suitable for this type of centers. I would not have any argument if Walmart and Target were trying to open their sotres at a different location more suitable for these stores. I'm not against these stores, but I'm against these stores opening at the intersection of 60 West and L.

The land purchased for these stores is residential, right? Not only that, that particular intersection is where " QUARTZ HILLS HIGH SCHOOL" is at. The Lane Ranch? The same name who carries the "George Lane Park" at walking distance from this intersection. Did Mr. Lane himself sale his property to this mega companies? Did he really want this area to become a mad house with the traffic and all the pollution these stores will bring to the neighborhood?. Yes, in this case if these stores get approval to build their business the "There goes the neighborhood" sayin will have the literal meaning when our High School is in geoperdy to be polluted with all that comes with these type of businesses in an area where they do not belong.

Please keep the 60th St. West and L intersection in Quartz Hill/Lancaster free of unnecessary heavy traffic, pollution, habit forming items in large quantities, crime inviting atmospheres. Again in the vecinity there are other intersactions more suitable for these type or mega stores. That corner is simply wrong for a Target or Walmart. Go to K and 50th. West, go to other areas away from what is considered one of the nicest neighborhoods in the West of Lancaster. You will ruin our patrimony and the future of our children.

Sincerely,  
Michael Booton  
42147 West 45 Th. St, Lancaster, Ca 93536

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See what's free at [AOL.com](http://AOL.com).

June 30, 2007

**To:** City of Lancaster  
Attn: Jocelyn Swain, Planning  
44933 Fern Ave  
Lancaster, CA 93534

**From:** William G. (Bill) Rigert,  
7111 W. Ave L11  
Lancaster, CA 93536  
(d) 572-6525  
(h) 722-8621



**Regarding:** Proposed Project : The Commons at Quartz Hill  
EIR Inputs

Dear Jocelyn,

Please consider my comments for the proposed Commons commercial development project. These are largely the same inputs I've submitted for the Lane Ranch project, as they share the same impacts.

As a Quartz Hill resident, a taxpaying employee of the primary local employer (Lockheed-Martin), and as a corporate officer of a charitable organization (SETLA, Inc.) I consider myself active and concerned with our community. The proposed project would serve to fragment the city of Lancaster. Generally, a project at this location does nothing to vitalize the city, and is counter-productive to any 'central city' or 'revitalization' concept. This project would be more appropriately located near the I-14 or other established commercially zoned area. Specifically, the project will yield severely undesirable environmental impacts for the following reasons:

**Aesthetics**

The current 40.15 acres of property is open, undeveloped and generally very clean. It is home for some wildlife including hawks, owls, snakes, and small ground creatures. As a regular jogger in the area, I see these animals frequently. This existing aesthetic also provides an ideal, non-distracting landscape for Quartz Hill High School (located directly across the street), whose primary focus should be to educate our youth without having to compete with non-productive pressures and distractions.

The proposed project will cover the property with a parking lot and buildings, serve as a magnet for a continual stream of cars and collateral negative aesthetics (i.e., litter, noise, 24 hr/day lighting, exhaust, speeding, panhandlers, a magnet for gangs & crime, the need for security officers, the need for truant officers, construction and road crews) The proposed project effectively transforms the existing aesthetic from pastoral to a hard, car-filled, transient urban setting.

This project is a duplication of what you can find throughout Lancaster/Palmdale, for example at 20th St E. and Ave J, and at 47th E. and approx Ave S. These areas were transformed by an urban sprawl whose aesthetic was radically changed for the worse for neighboring residents. I lived at 27th E. & J-8 for 12 years, and moved away primarily because of the urbanization and decay of the neighborhood.

A more desirable solution is to locate the Commons project according to a plan which doesn't radically change the existing aesthetic, and a location which doesn't continue the fragmentation of the city of Lancaster. This project would be more appropriately located near the I-14 or other established commercially zoned area.

**Agricultural Resources, Air Quality, Biological Resources, Geology and Soils**

The existing agriculture is the 40.15 acres of soil and flora which supports native animals which include hawks, owls, snakes, and small ground creatures. This is a 100% negative impact on this resource because the 40.15 acres will be covered with concrete and asphalt. A significant change in local air quality can be expected with the proposed project because it will be a tradeoff from country air (cooled & oxygenated air from adjacent fields, the smell of hay, grass, the occasional smell of livestock) to city air (heat radiating from the concrete & asphalt, asphalt outgassing, car exhaust). The soil will be degraded due to loss of topsoil unless it were removed & salvaged prior to development.

### **Cultural Resources**

The proposed project provides popular culture resources such as fast food dining, discount store shopping, and trendy beverage vendors (i.e., Starbuck's, smoothie shops). This should be carefully considered with respect to the neighboring QH High School. As stated before, the school's primary focus should be to educate our youth without having to compete with non-productive pressures and distractions. The cultural resources provided by the Commons project are likely counterproductive to the mission of QH High School. If this project were to result in something like a new park, a performing arts facility, or improved sports facilities I would lend my full support. As it stands, the current project only provides increased transient, throw-away consumer cultural resources.

### **Transportation and Traffic**

When school is 'in session' the traffic along 60th W. and L is stop-and-go for a mile in all directions during peak times. The proposed project will be a magnet for cars (evidenced by a plan for a 1,837 space parking lot) and will introduce a severe impact to an already unviable traffic situation. The existing 25 mph school zone also introduces a significant traffic issue, as the increased cars will result in a safety and enforcement issue. Can the City of Lancaster afford to police this proposed surge of traffic activity in a school zone?

A better solution is to locate the project near the I-14 or other established commercially zoned area.

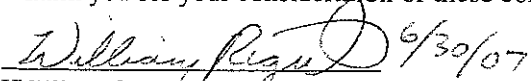
### **Land Use & Planning**

The proposed project executes a plan which would, generally, continue the fragmentation of Lancaster by creating another consumer hub 2 to 3 miles away from a grid of existing consumer hubs. If the intent of the city planners is to increase the difficulty of achieving any revitalized 'center city' concept, this project achieves that intent. Specifically for the existing Quartz Hill community, the Commons project will spell hard times for any specialty stores (i.e. hardware, feed, small businesses) due to the immense competitive pressure from deep pocket retail corporations. The Commons project can only hurt the existing local QH plans for basic survival.

The choice made for using the land in this manner isn't in the best interest of the community. It impinges on the mission of Quartz Hill High School, it radically degrades the aesthetic, it will eliminate 40.15 acres of existing ecosystem, it introduces transient cultural resources and will likely attract crime, and it can only multiply the existing bottleneck traffic conditions due to the High School and nearby Joe Walker middle school. With these impacts alone, how can this project be considered viable at this location?

Again, a better solution is to locate the project near the I-14 or other established commercially zoned area.

Thank you for your consideration of these comments,

  
William G. (Bill) Rigert,



June 4, 2007

**NOTICE OF PREPARATION  
ENVIRONMENTAL IMPACT REPORT**

**Bishop Henry W. Hearn**  
Mayor

**Ed Sileo**  
Vice Mayor

**Jim Jeffra**  
Council Member

**Ronald D. Smith**  
Council Member

**Andrew D. Visokey**  
Council Member

**Robert S. LaSala**  
City Manager

**PROJECT NAME:** The Commons at Quartz Hill

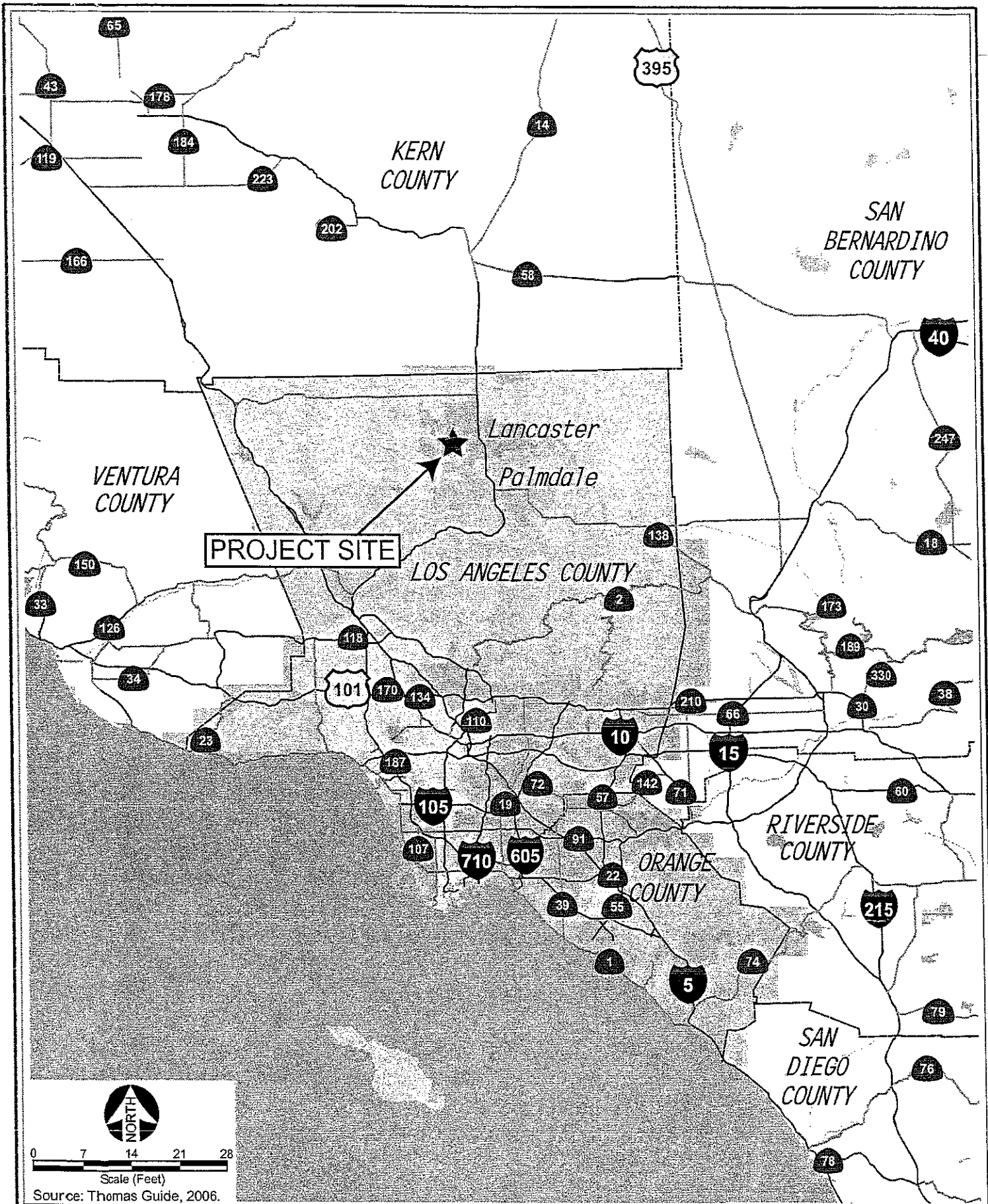
**PROJECT LOCATION/ADDRESS:** Northwest corner of 60<sup>th</sup> Street West and Avenue L.

**DUE DATE FOR PUBLIC COMMENTS:** July 3, 2007

**PROJECT DESCRIPTION:** The proposed project consists of the development of an approximately 353,129 square foot commercial shopping center located on 40.15 acres at the northwest corner of 60<sup>th</sup> Street West and Avenue L. As part of the proposed project, a General Plan Amendment (GPA 06-04) and Zone Change (ZC 06-04) would be required in order to change the general plan designation from Urban Residential to Commercial and its zoning from R-10,000 to Commercial Planned Development (CPD). A Conditional Use Permit (CUP 06-09) and Tentative Parcel Map (TPM 68150) would also be required for the proposed project. The commercial development would include two anchors and up to ten smaller buildings that would house a variety of food, merchandise and service uses. One proposed anchor is a Wal-Mart Supercenter, approximately 240,000 square feet with an associated garden center. The other anchor is anticipated to be approximately 90,000 square feet. A total of 1,837 parking spaces are anticipated to be provided and access to the project site would occur from 60<sup>th</sup> Street West and Avenue L.

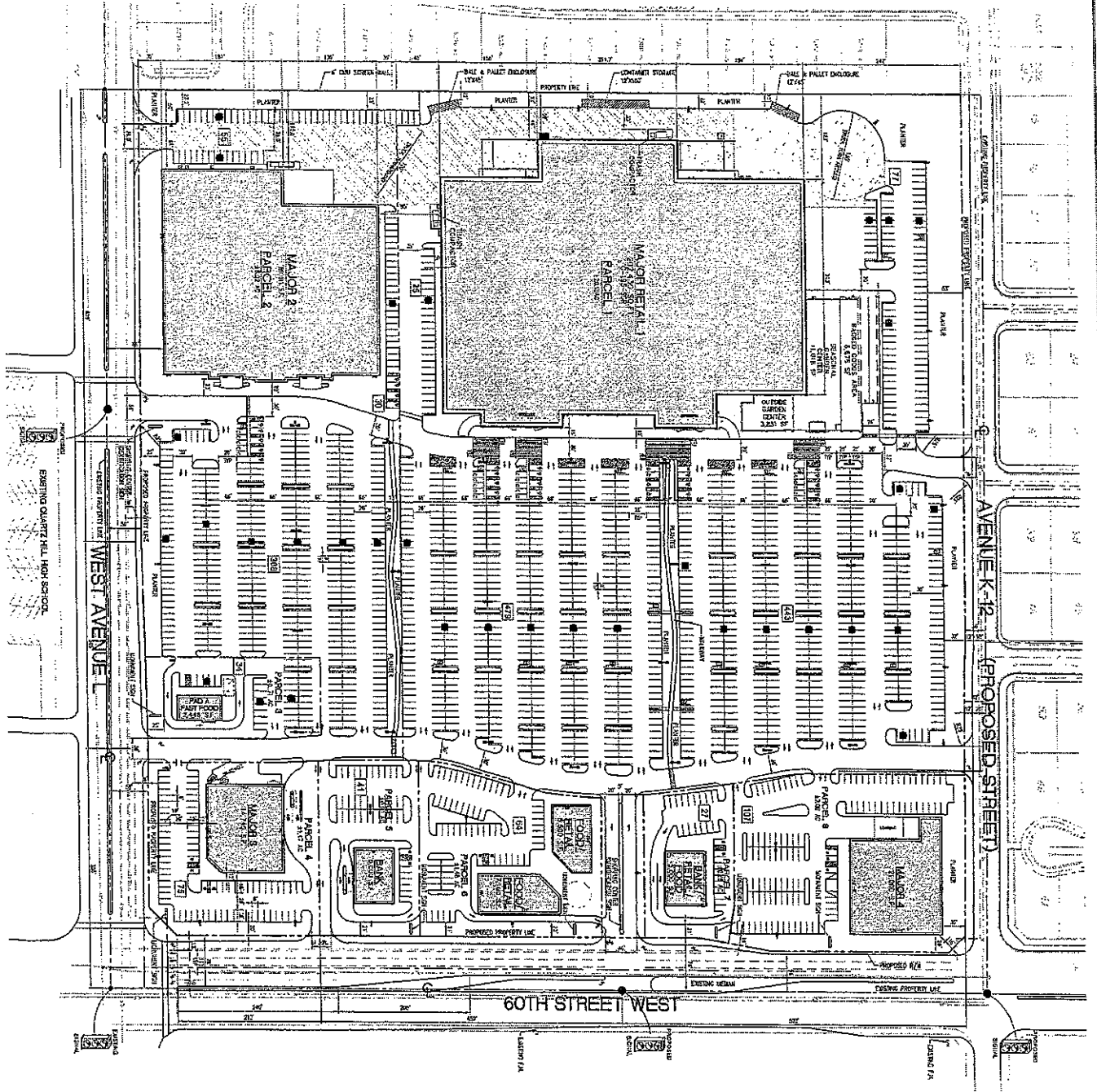
**REQUESTED PERMITS / APPROVALS:** A General Plan Amendment, a Zone Change, a Tentative Parcel Map, and a Conditional Use Permit.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation and Traffic, and Utilities and Service Systems.

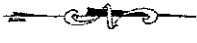


CHRISTOPHER A. JOSEPH & ASSOCIATES  
Environmental Planning and Research

Regional Location Map



**SITE PLAN**



**LEGEND FOR PROPOSED IMPROVEMENTS**

[Symbol]	PROPOSED PAVEMENT
[Symbol]	CURT CANALS
[Symbol]	MAINT. DRIVE/ADJUNCTIVE DRIVE/PARKING
[Symbol]	MAINT. DRIVE
[Symbol]	EXISTING DRIVE/ADJUNCTIVE DRIVE/PARKING
[Symbol]	PROPOSED NEW UTILITIES

June 25, 2007



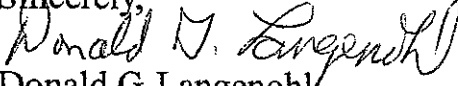
Jocelyn Swain, Associate Planner, Environmental  
City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534

Dear City of Lancaster,

I am 100% against the proposed Project Named: The Commons at Quartz Hill, located on the Northwest corner of 60<sup>th</sup> Street West and Avenue L. This project should not be built and the existing zoning for single family dwelling should be retained. It is totally irresponsible to allow a Super Walmart shopping center on this property across from Quartz Hill High School, down the street from Joe Walker Middle School and Lane Park. This project will increase crime, traffic, noise, loitering, gangs, tagging, and trash around the school and neighborhoods.

We do not need another shopping center of this magnitude when it is only six miles to the Lancaster Super Walmart, Home Depots, Lowe's, and the proposed Lancaster Mall and all other shopping that is needed. The Lane Ranch Towne Center should only be a shopping center like the Rancho Vista Shopping Center at 30<sup>th</sup> Steet West and Rancho Vista Blvd and no bigger. That shopping center will cause problems but has been proposed for years and will be accepted if not expanded as proposed.

We DO NOT need a Walmart shopping center on the Westside so please be responsible and look out for our community, the small town of Quartz Hill and do not let this development be okayed.

Sincerely,  
  
Donald G. Langenohl  
42331 61<sup>st</sup> Street West  
Lancaster, CA 93536

June 25, 2007

Jocelyn Swain, Associate Planner, Environmental  
City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534


Dear City of Lancaster,

I moved just south of the proposed development which has a name of : Lane Ranch Towne Center and is located at the Southeast corner of 60<sup>th</sup> Street West and Avenue L in 1988. At that time there were signs showing that there was going to be a commercial development on the corner portion of the property. We accepted this planned commercial development as going to be a Grocery Store, and probably a drug store, hardware store, maybe some restruants, cleaners and smaller stores that fit the area.

I am 100% against expanding the commercial area of this shopping and having a Super Target and a Home Depot. We are not that far from the existing stores of that type and it will ruin the environment that this area now has. This proposed development is close by Joe Walker Middle School, just across the street from Quartz Hill High School and close to Lane Park. We do not need the additional traffic, the kids hanging out at a Super Target & Home Depot stealing items and becoming Felons. You know this happens because it was just reported that 3 billion dollars worth of merchandise was stolen from Walmarts in 2006. I believe that number is true, it was in an article in the AV Press but couldn't verify it.

Please be responsible and look out for our community, the small town of Quartz Hill and do not let this development turn into the expanded plan that they are proposing.

Sincerely,



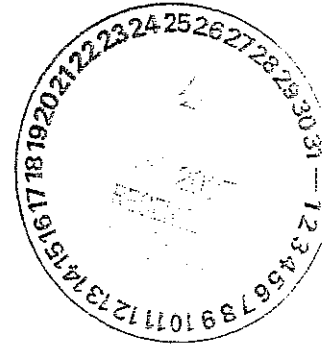
Donald G. Langenohl  
42331 61<sup>st</sup> Street West  
Lancaster, CA 93536



City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill



Written comments may be provided below and submitted at the public scoping meeting or mailed to:

City of Lancaster  
Planning Department  
44933 Fern Avenue  
Lancaster, CA 93534-2461  
Attn: Jocelyn Swain, Associate Planner - Environmental  
Fax: (661) 723-5926

The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address:

GINA PECARO  
42459 Boulder DR.  
Quartz Hill, CA. 93536

Comments:

I said to myself, (eight years ago) let's move to A.V. for peace + quiet, & three years ago, somebody almost killed me. A short while ago, on L-4 + 60th, by the school, a car comes out from the school grounds + plowed into me. They couldn't see me. Cars parked on both sides of the street makes it very difficult to see traffic. I'm a senior. I'm volunteering. I got my T.B. shot. But I don't want to go thru all the hassle + go thru all the stress. I have guts, health + determination.  
Thank you.

City of Lancaster  
Public Scoping Meeting

June 14, 2007

Lane Ranch Towne Center  
The Commons at Quartz Hill



Written comments may be provided below and submitted at the public scoping meeting or mailed to:

City of Lancaster  
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The purpose of the written and oral comments are to provide public input into the preparation of the environmental impact report (e.g., provide comments, or direction on what issues should be covered in the project analysis).

Name/Address:

E. R. ABBE

5350 W. AVE L-14

QUARTZ HILL CA 93536

Comments:

WITH A WAL-MART SHOPPING CENTER ON THE N.W. CORNER OF 60<sup>th</sup> ST. W. AND AVE L, ANOTHER MAJOR SHOPPING ON THE S.E. CORNER OF 60<sup>th</sup> ST. W. AND AVE L AND A 4000 STUDENT HIGH SCHOOL AT THE S.W. CORNER OF 60<sup>th</sup> ST. W. AND AVE L, IT SEEMS AVE L EAST OF 100<sup>th</sup> ST W SHOULD BE SIX LANES, THREE IN EACH DIRECTION. IT'S NOT FEASIBLE!

6-21-07

ER Abbe  
E. R. ABBE



**DEPARTMENT OF FISH AND GAME**

<http://www.dfg.ca.gov>

South Coast Region  
4949 Viewridge Avenue  
San Diego, CA 92123  
(858) 467-4201



June 25, 2007

Mr. Jocelyn Swain  
City of Lancaster Planning Department  
44922 Fern Avenue  
Lancaster, CA 93534



**Notice of Preparation of a  
Draft Environmental Impact Report for  
the Commons at Quartz Hill  
Los Angeles County**

Dear Ms. Swain:

The Department of Fish and Game (Department) reviewed the above-referenced Notice of Preparation (NOP), for a Draft Environmental Impact Report relative to impacts to biological resources. The project proposes consists of the development of an approximately 353,129 square foot commercial shopping center located on 40.15 acres of land located at the northwest corner of 60<sup>th</sup> Street West and Avenue L, City of Lancaster.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1).
  - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.
  - b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.
  - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA

Guidelines, Section 15380).

- d. The Department's Wildlife Habitat Data Analysis Branch in Sacramento should be contacted at (916) 322-2493 to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
    - a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
    - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration.
    - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
    - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to removal/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
    - e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
    - f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, Joshua tree woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
  - a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with offsite mitigation locations clearly identified.
  - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
  - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
  
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:
  - a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
  - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
  
5. The Department opposes the elimination of watercourses (including concrete channels) and/or the canalization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of a drainage.
  - a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a SAA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local

Mr. Jocelyn Swain

June 25, 2007

Page 4

jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Thank you for this opportunity to provide comment. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Terri Dickerson  
Senior Environmental Scientist

cc: Mr. Michael Mulligan, San Diego  
Ms. Terri Dickerson, Laguna Niguel  
Mr. Scott Harris, Pasadena  
HCP-Chron  
Department of Fish and Game

State Clearinghouse, Sacramento

SPH:sph  
spharris/Lancaster NOP for Lane Ranch Towne Center/2007

# Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California  
THE RESOURCES AGENCY  
Department of Fish and Game  
December 9, 1983  
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine **when** a botanical survey is needed, **who** should be considered qualified to conduct such surveys, **how** field surveys should be conducted, and **what** information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

- a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
- b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

- a. Experience conducting floristic field surveys;
- b. Knowledge of plant taxonomy and plant community ecology;
- c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
- d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
- e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

- a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project

area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.

c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.

d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.

e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:

a. Project description, including a detailed map of the project location and study area.

b. A written description of biological setting referencing the community nomenclature used and a vegetation map.

c. Detailed description of survey methodology.

d. Dates of field surveys and total person-hours spent on field surveys.

e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.

f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.

g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.

h. Recommended measures to avoid impacts.

i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.

j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).

k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.

l. Name of field investigator(s).

m. References cited, persons contacted, herbaria visited, and the location of voucher specimens.



**Sensitivity of Top Priority Rare Natural  
Communities in Southern California**

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

**Sensitivity Rankings (February 1992)**

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh

- S1.2 Southern Foredunes  
Mono Pumice Flat  
Southern Interior Basalt Flow Vernal Pool
- S2.1 Venturan Coastal Sage Scrub  
Diegan Coastal Sage Scrub  
Riversidean Upland Coastal Sage Scrub  
Riversidean Desert Sage Scrub  
Sagebrush Steppe  
Desert Sink Scrub  
Mafic Southern Mixed Chaparral  
San Diego Mesa Hardpan Vernal Pool  
San Diego Mesa Claypan Vernal Pool  
Alkali Meadow  
Southern Coastal Salt Marsh  
Coastal Brackish Marsh  
Transmontane Alkali Marsh  
Coastal and Valley Freshwater Marsh  
Southern Arroyo Willow Riparian Forest  
Southern Willow Scrub  
Modoc-Great Basin Cottonwood Willow Riparian  
Modoc-Great Basin Riparian Scrub  
Mojave Desert Wash Scrub  
Engelmann Oak Woodland  
Open Engelmann Oak Woodland  
Closed Engelmann Oak Woodland  
Island Oak Woodland  
California Walnut Woodland  
Island Ironwood Forest  
Island Cherry Forest  
Southern Interior Cypress Forest  
Bigcone Spruce-Canyon Oak Forest
- S2.2 Active Coastal Dunes  
Active Desert Dunes  
Stabilized and Partially Stabilized Desert Dunes  
Stabilized and Partially Stabilized Desert Sandfield  
Mojave Mixed Steppe  
Transmontane Freshwater Marsh  
Coulter Pine Forest  
Southern California Fellfield  
White Mountains Fellfield
- S2.3 Bristlecone Pine Forest  
Limber Pine Forest
- S3.2 Joshua tree woodland  
Mojave mixed woody scrub

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-3747

FAX: (213) 897-1337



*Flex your power!  
Be energy efficient!*

IGR/CEQA No. 070644AL, NOP  
The Commons at Quartz Hill-Wal-Mart  
Vic. LA-14 / PM R65.68  
SCH # 2007061059

June 26, 2007

Ms. Jocelyn Swain  
City of Lancaster Planning Department  
44933 N. Fern Avenue  
Lancaster, CA 93534



Dear Ms. Swain:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is to develop an approximately 353,129 square feet commercial shopping center including a Wal-Mart Supercenter.

To assist us in our efforts to evaluate the impacts of this project on State transportation facilities, a traffic study in advance of the DEIR should be prepared. We wish to refer the project's traffic consultant to our traffic study guideline Website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

and we list here some elements of what we generally are expecting in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 14.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out

of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
  - Description of Transportation Infrastructure Improvements
  - **Financial Costs, Funding Sources and Financing**
  - Sequence and Scheduling Considerations
  - Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and its facilities must be analyzed per the Department's Traffic Impact Study Guidelines.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 070644AL.

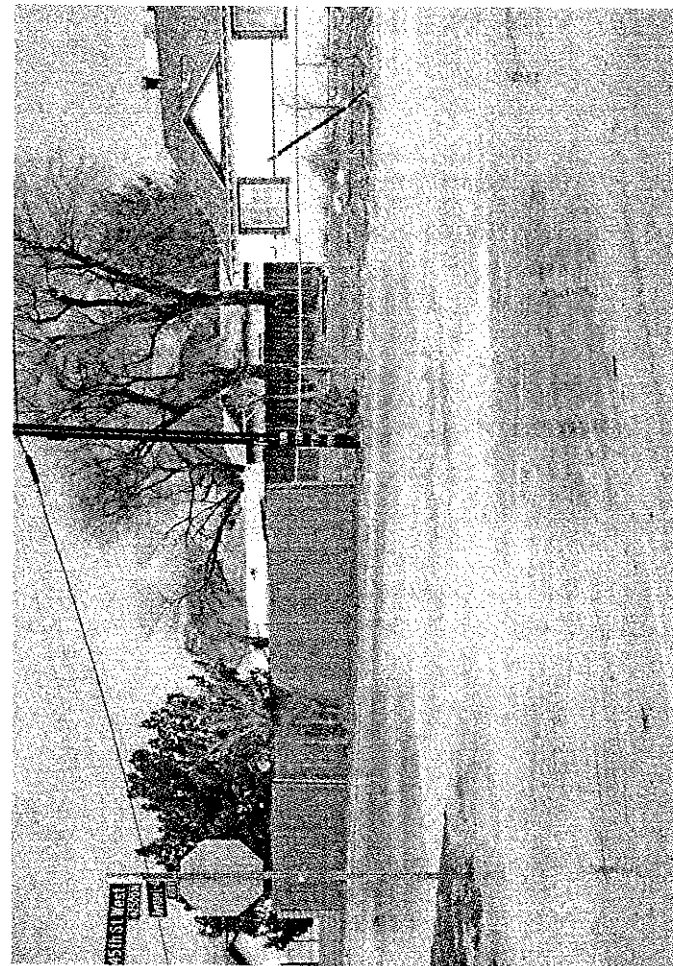
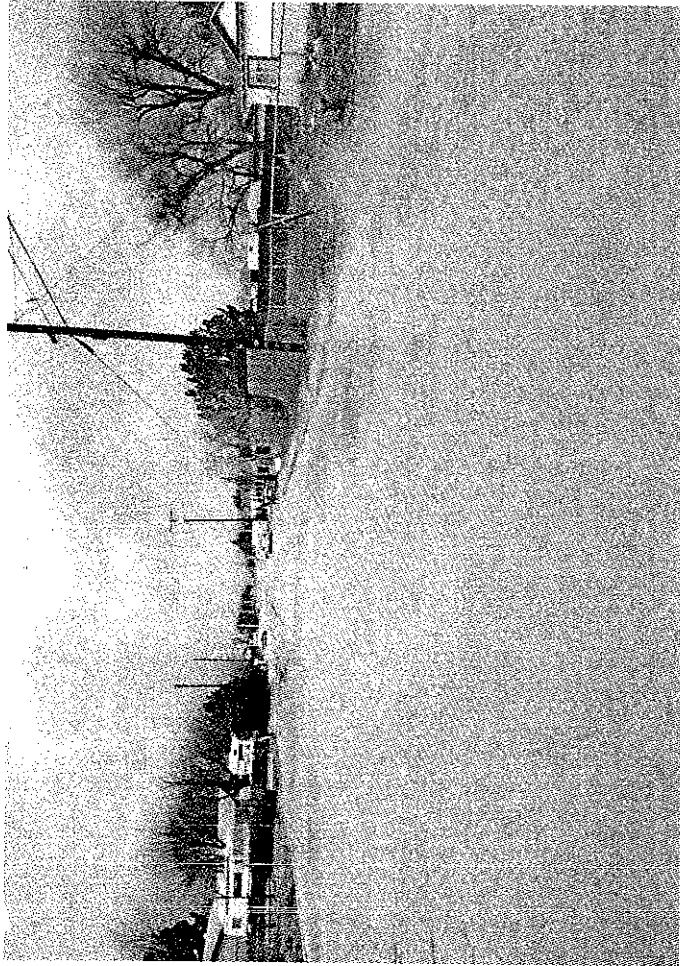
Sincerely,

*Alan Lin for*

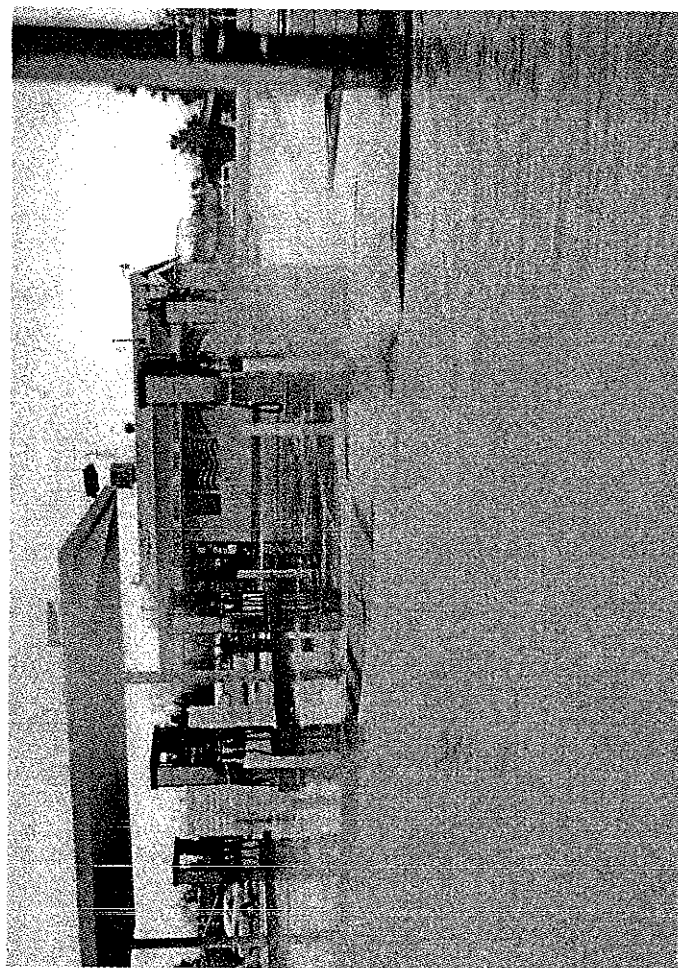
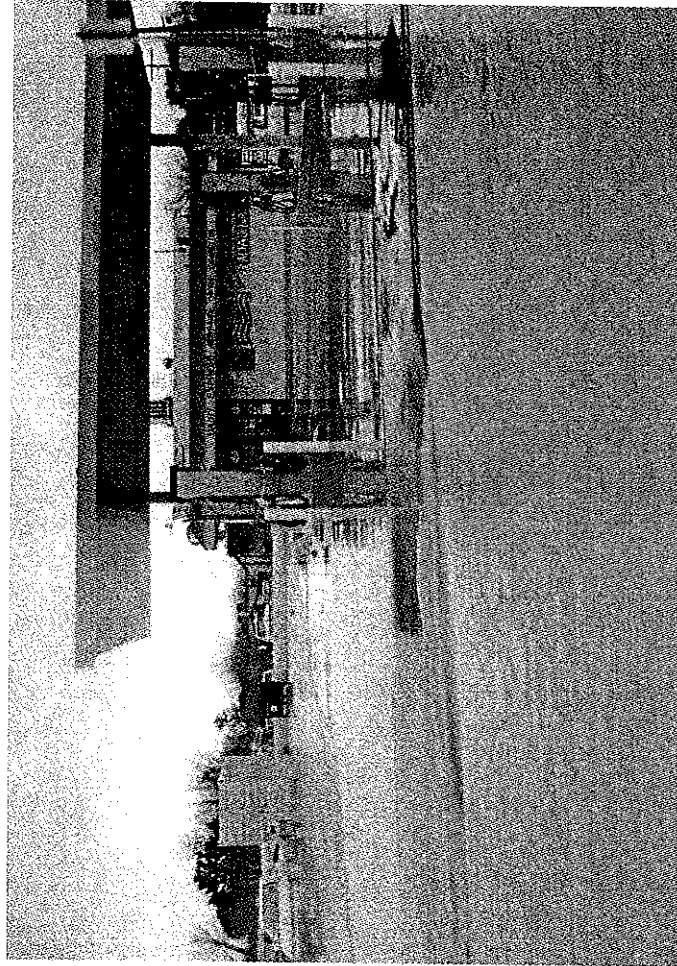
CHERYL J. POWELL  
IGR/CEQA Branch Chief

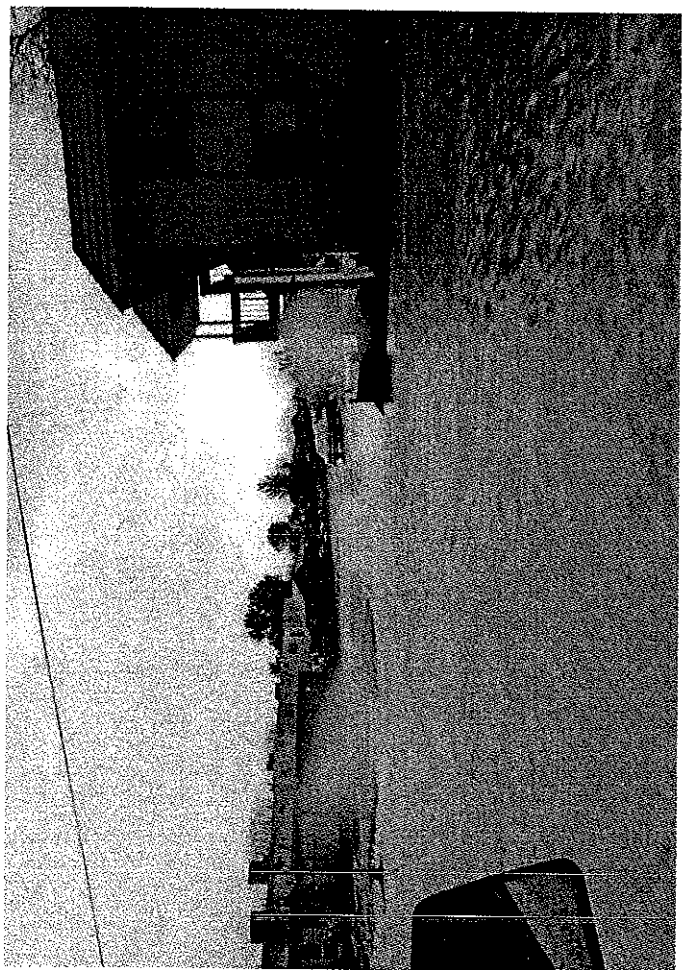
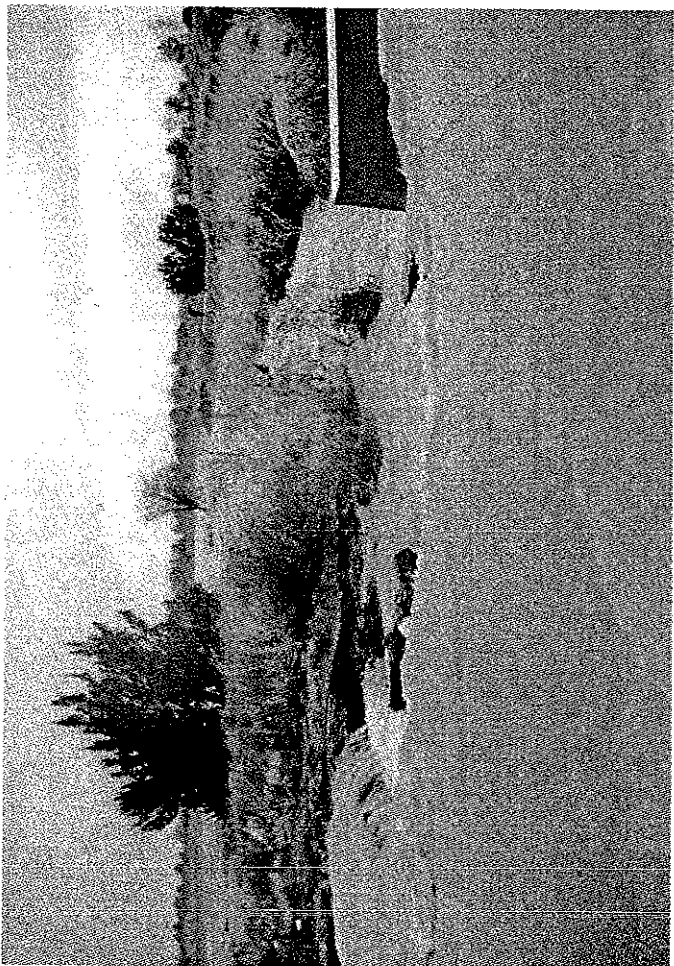
cc: Scott Morgan, State Clearinghouse

45th River - L-28



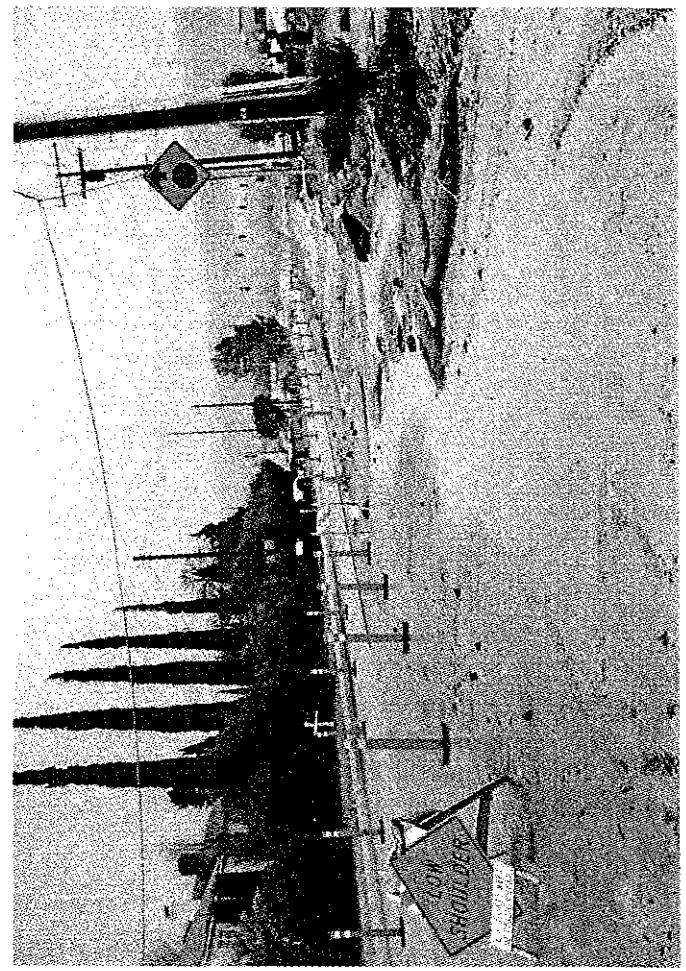
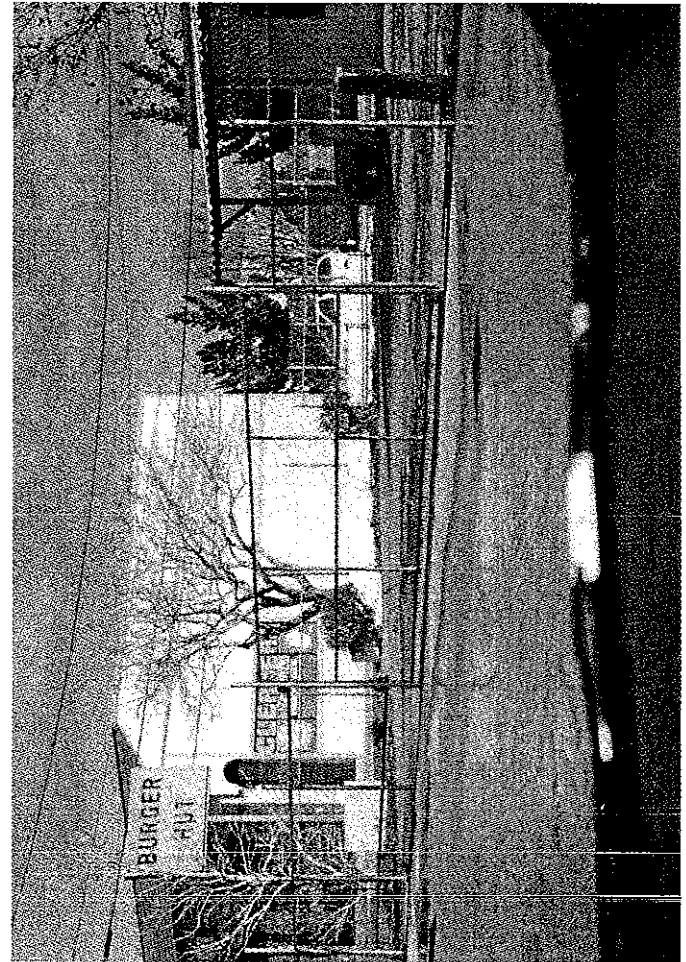
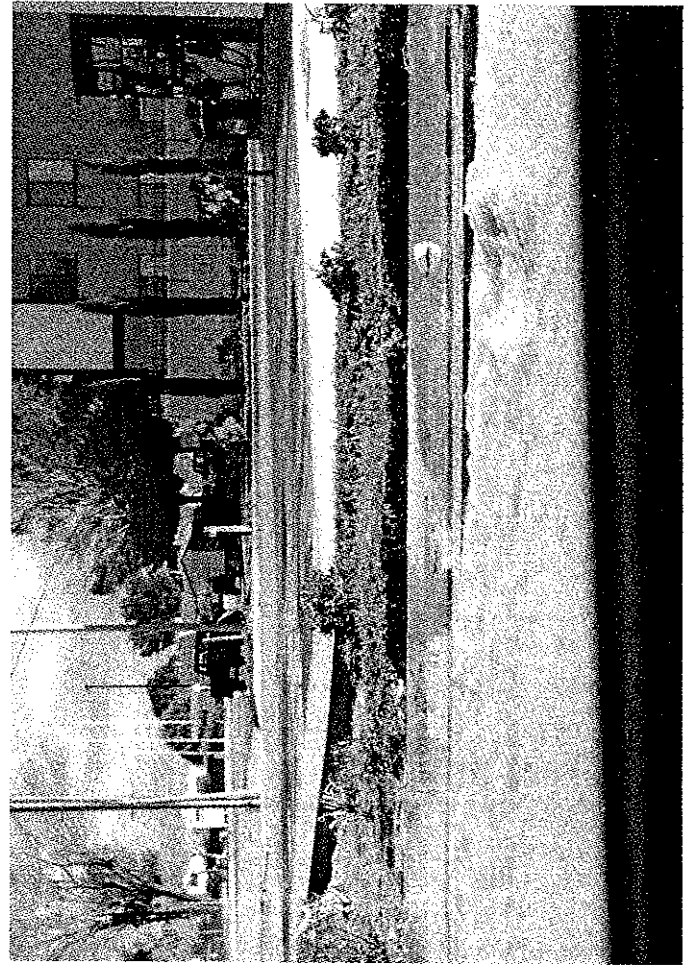
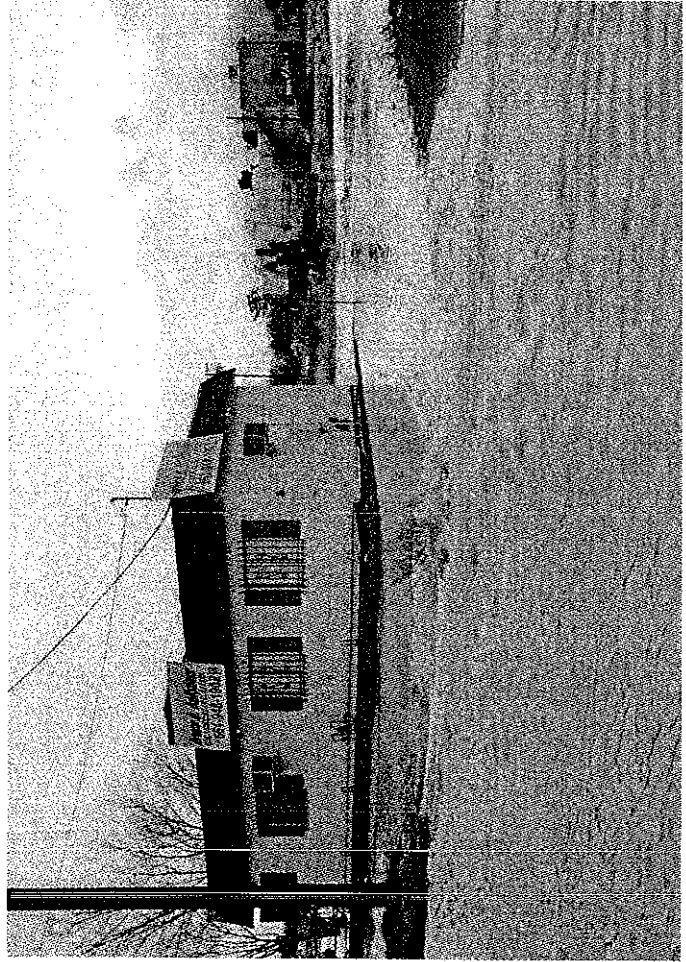


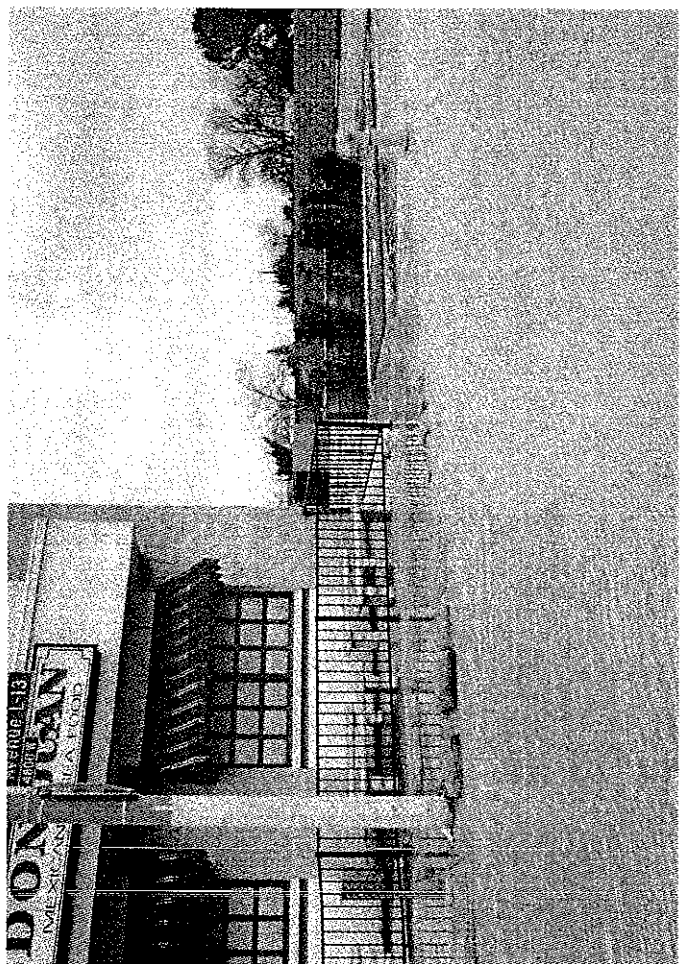
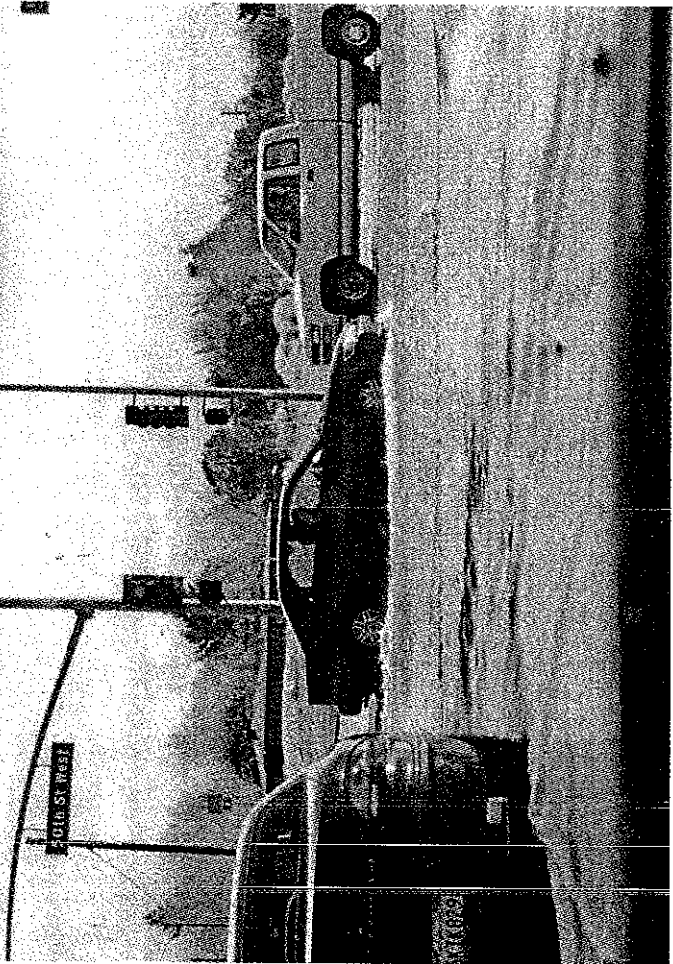
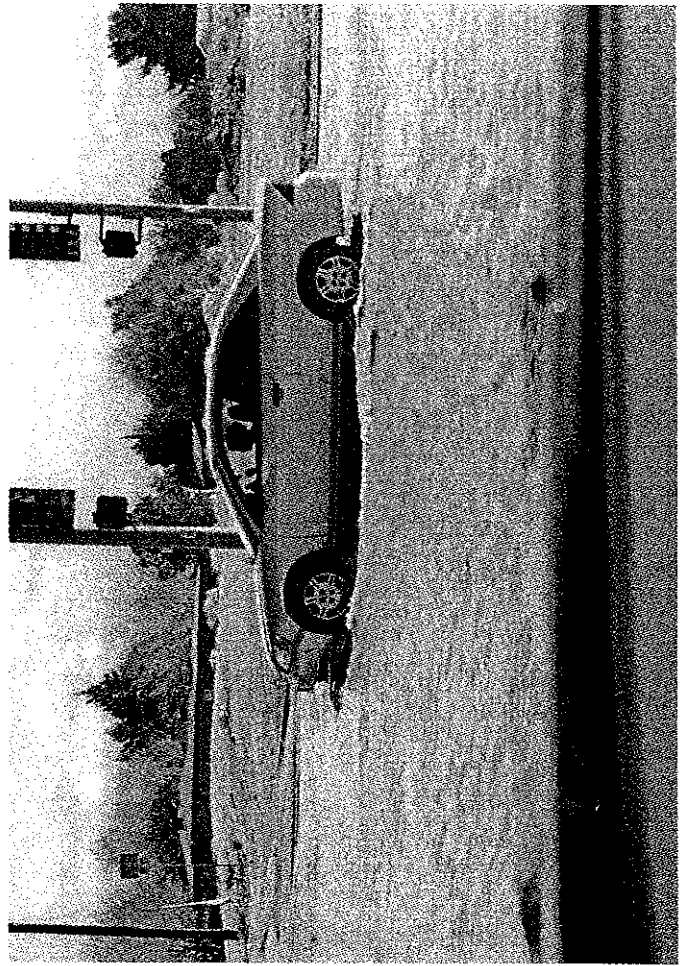




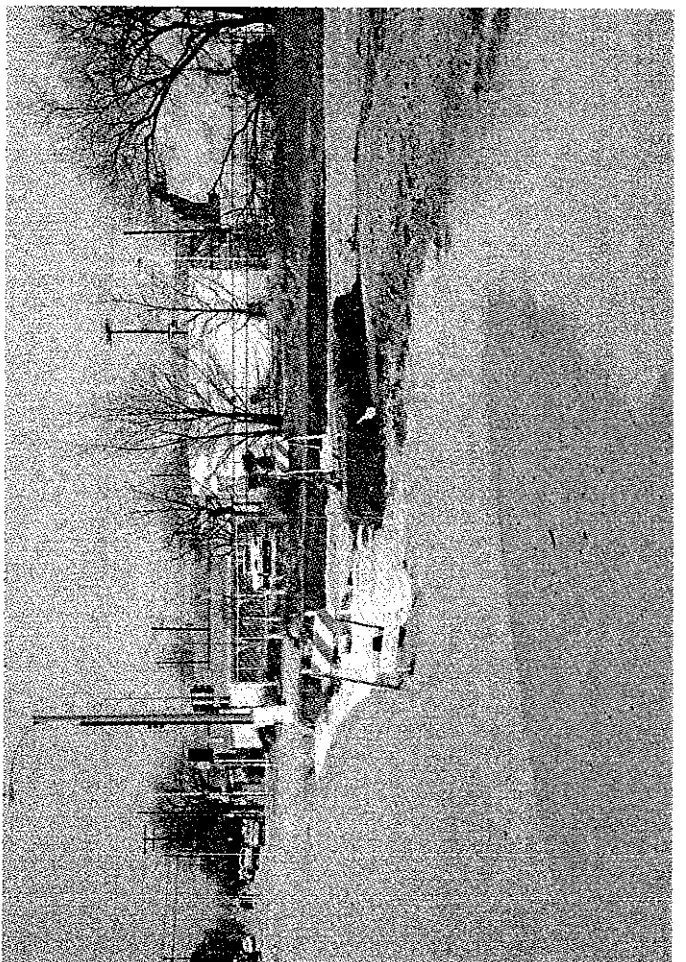
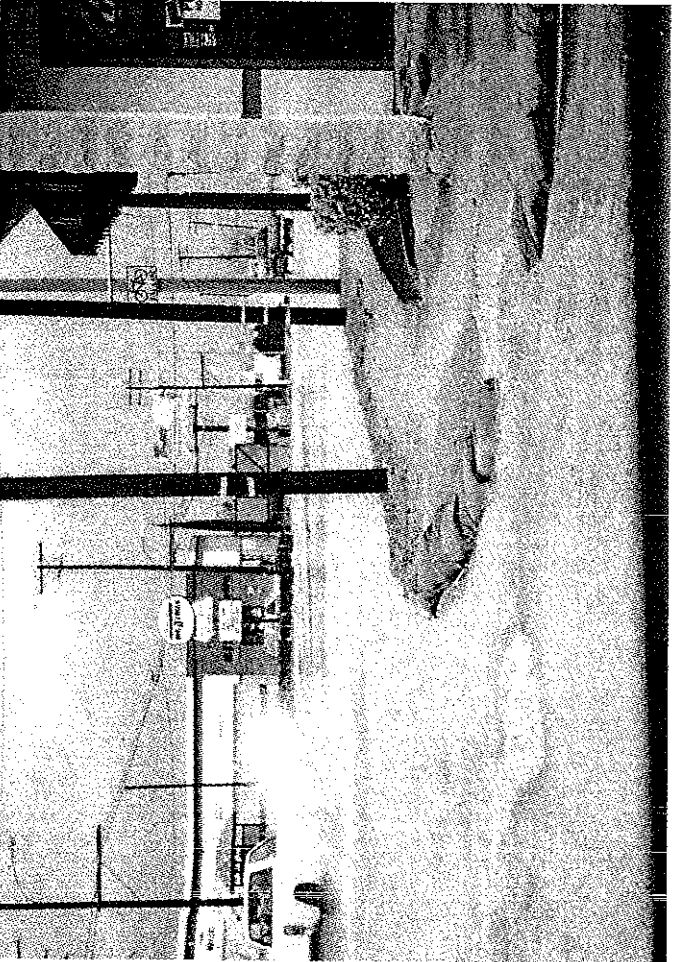
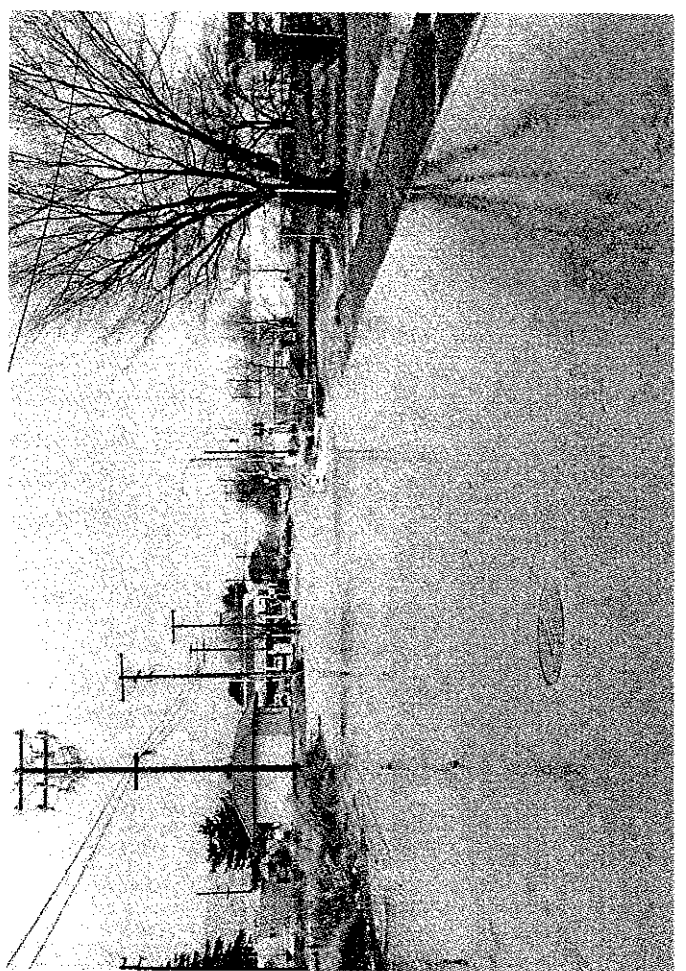
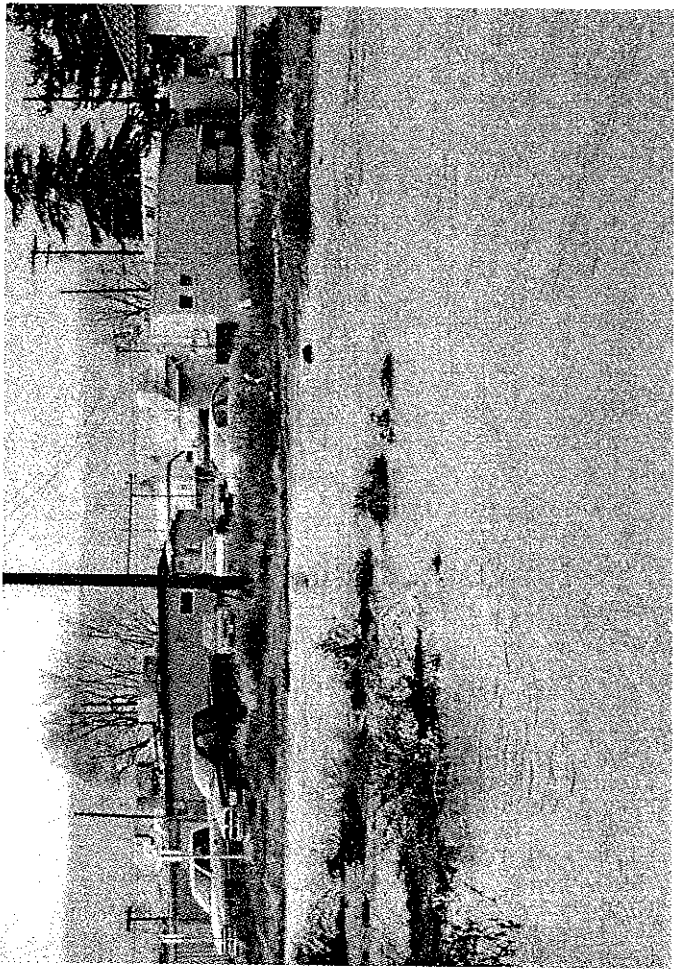


50th River L-N

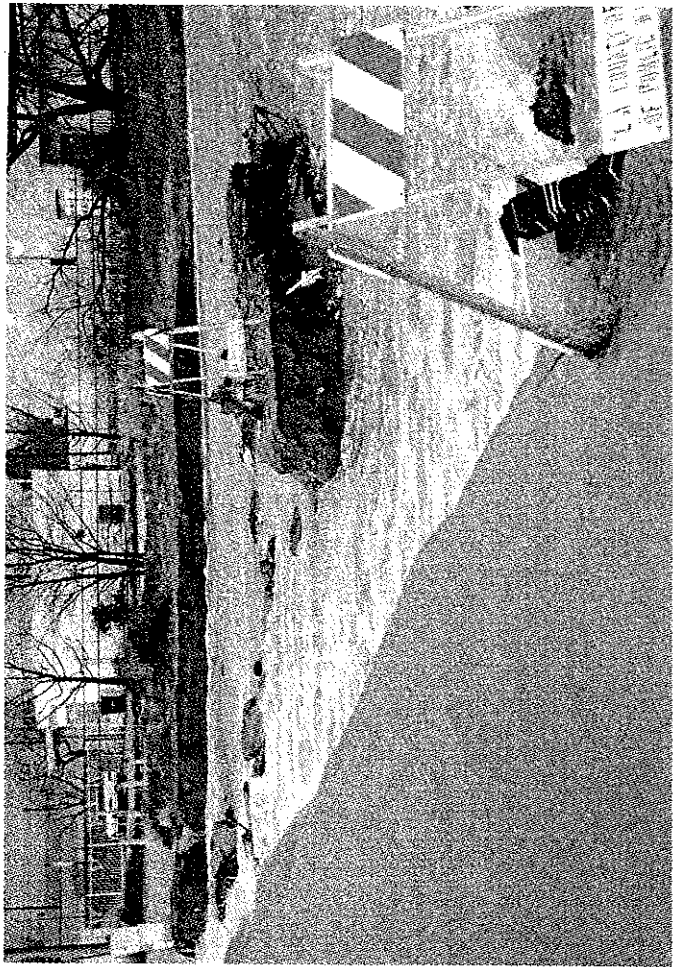
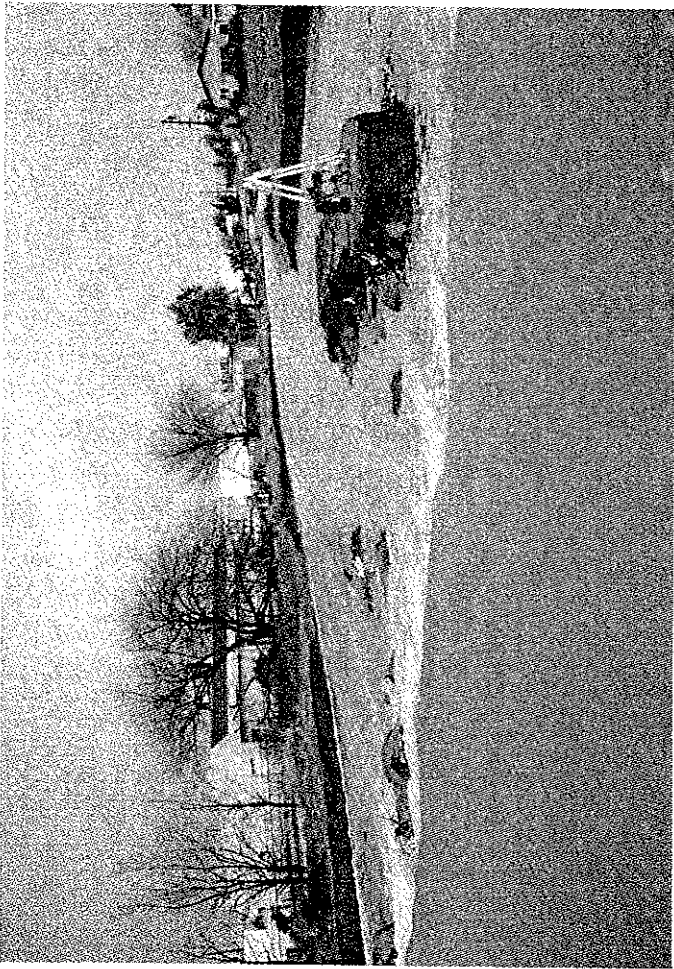


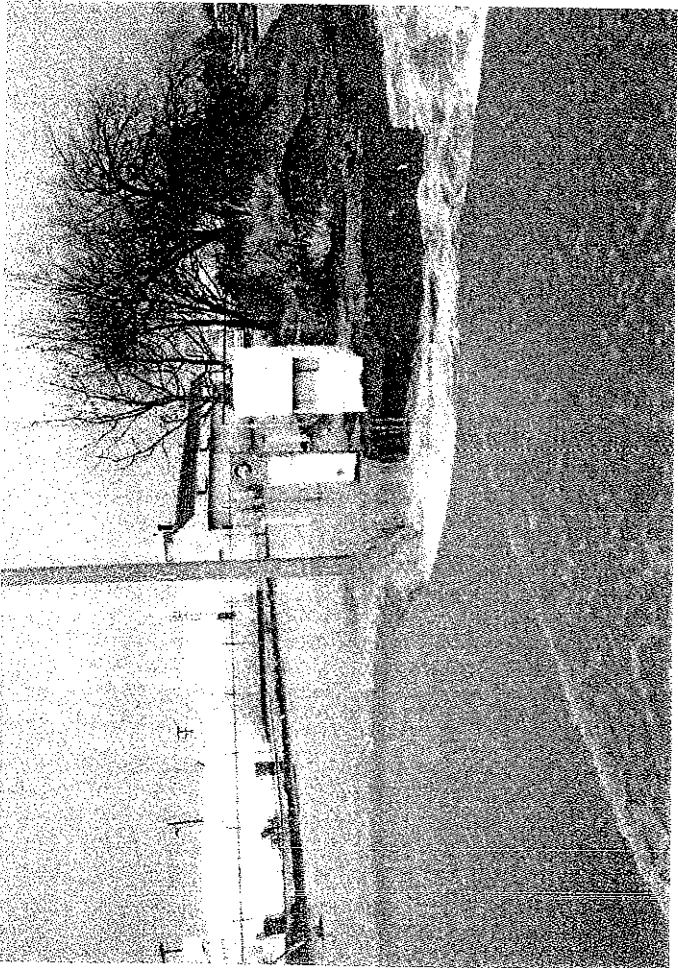
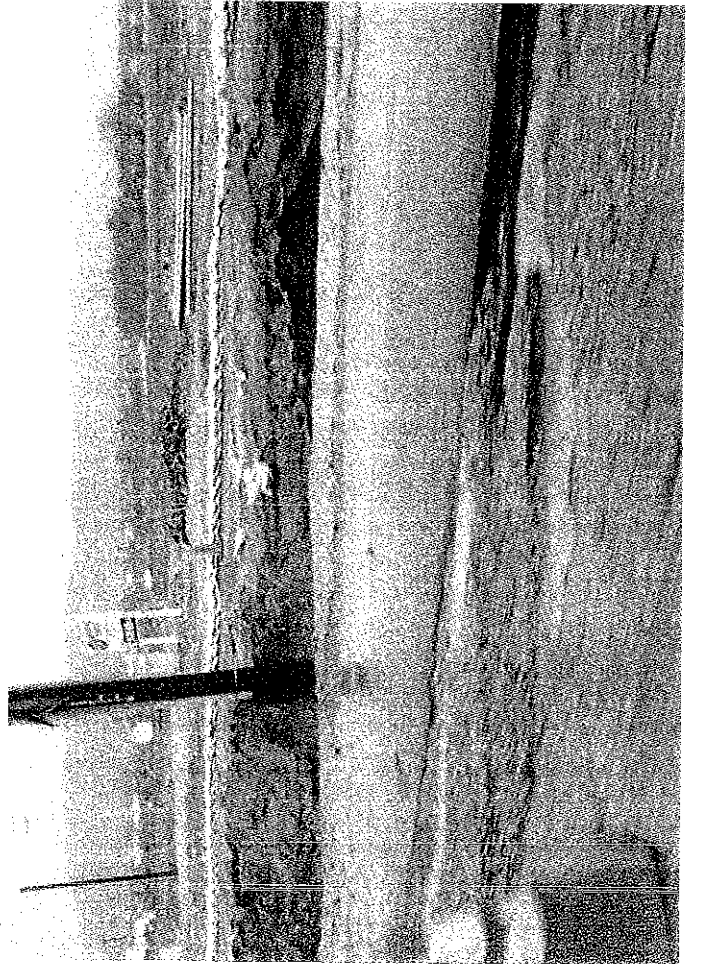
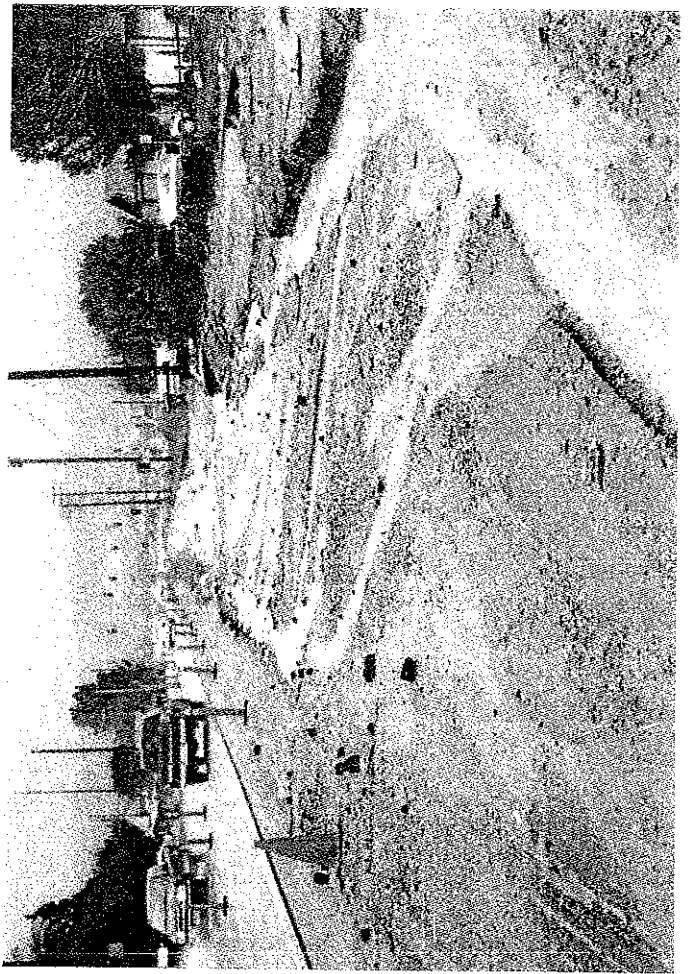




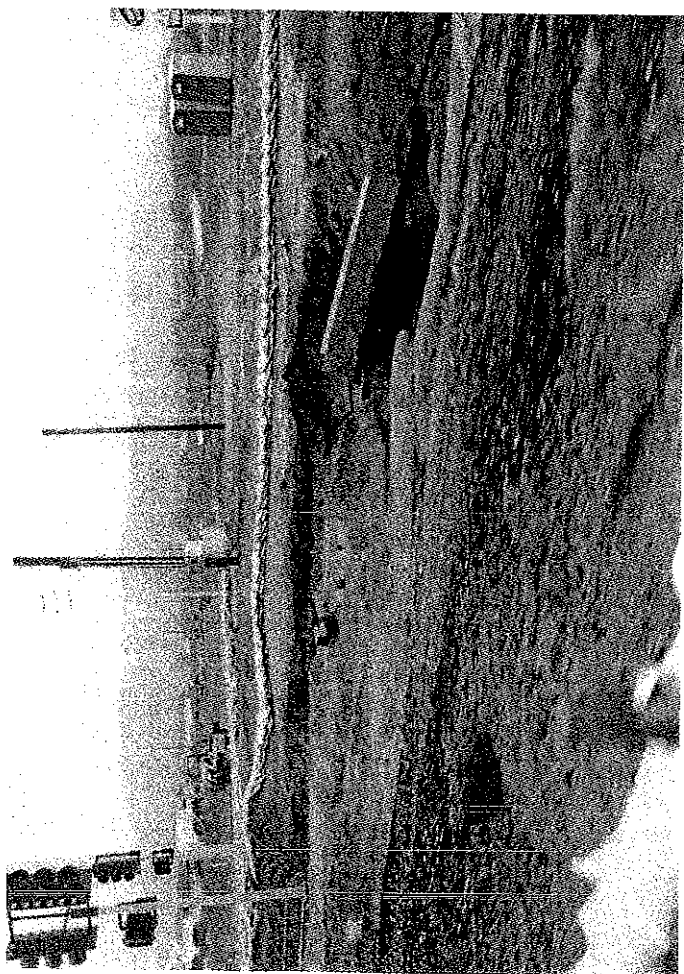
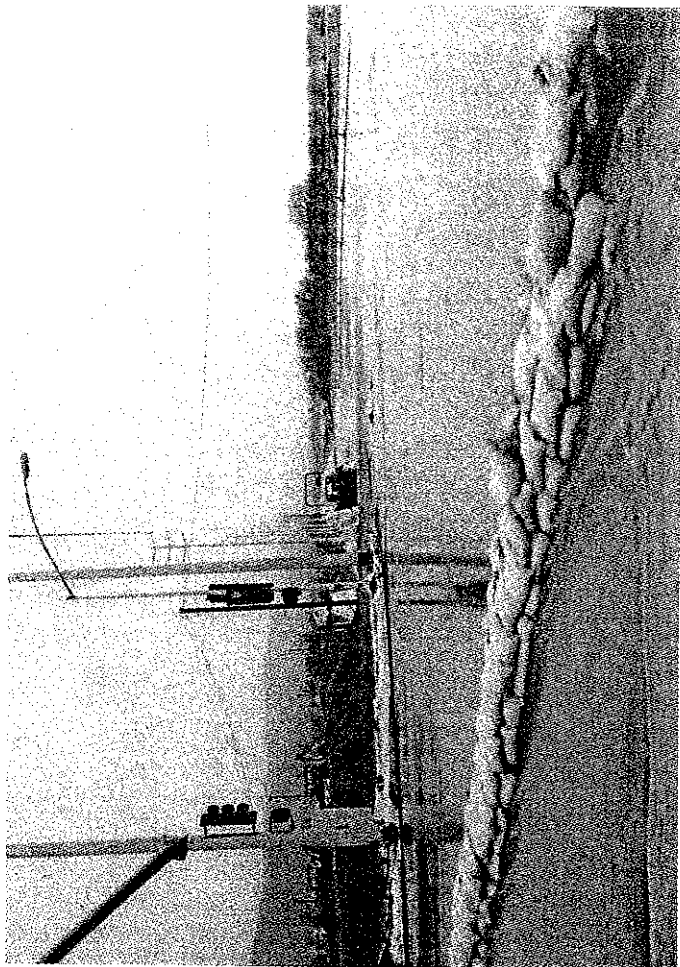




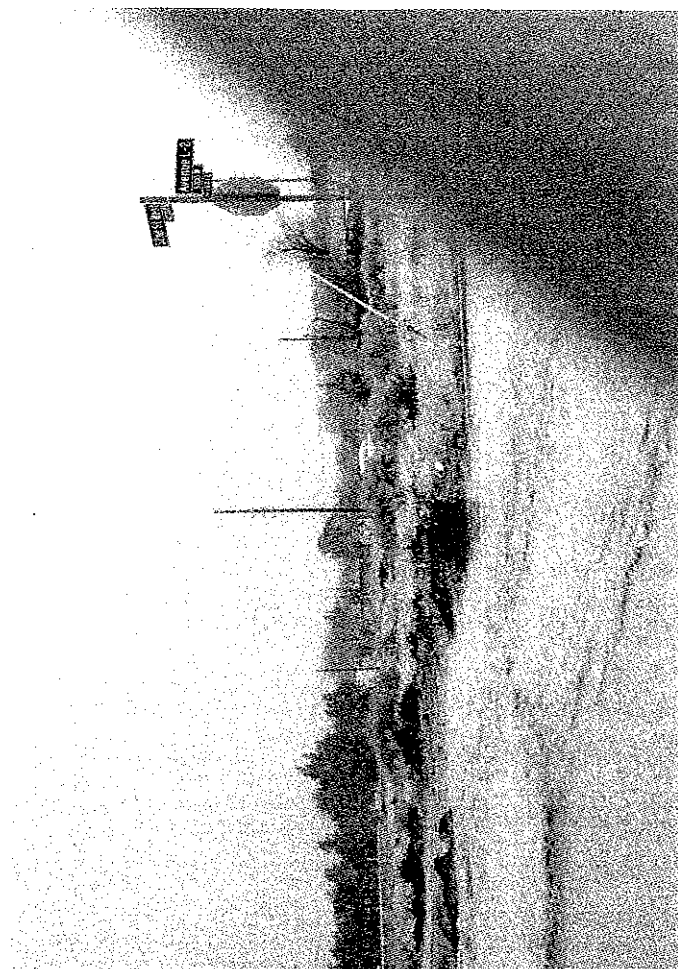
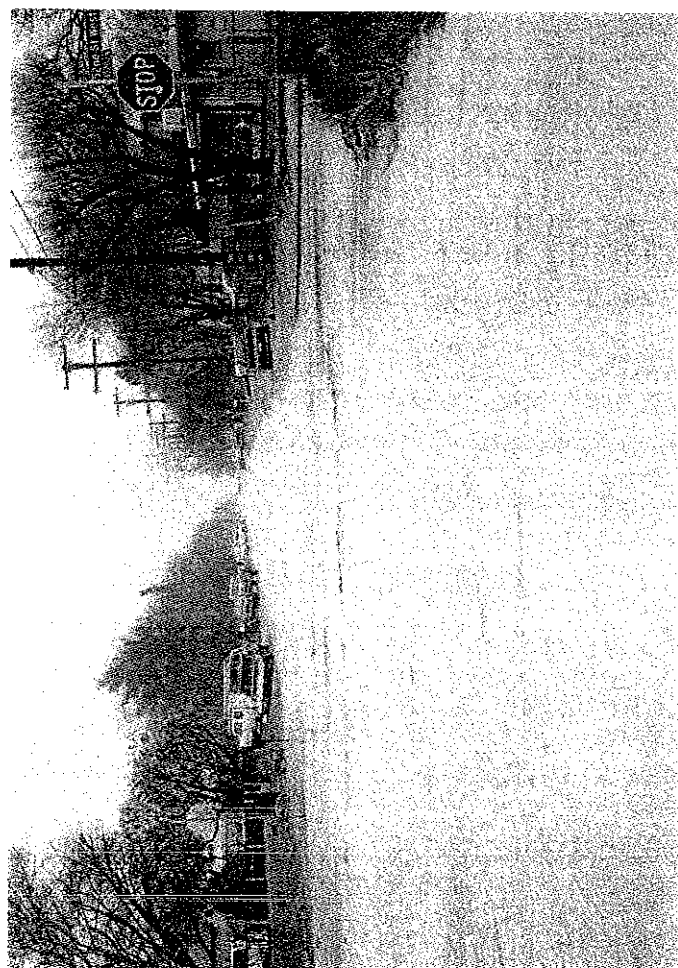






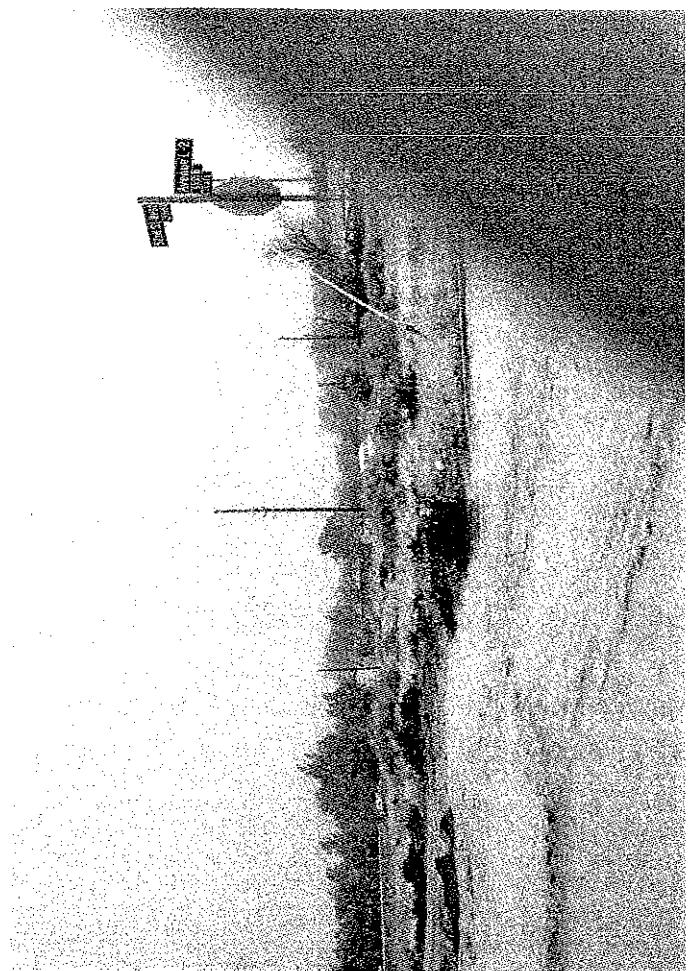
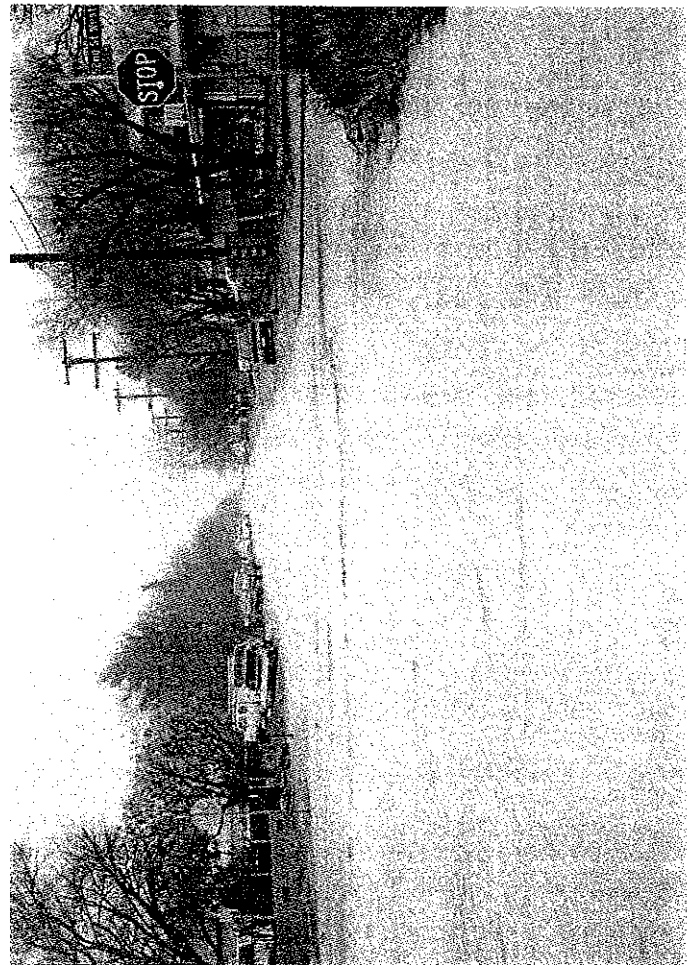


520d River L-710

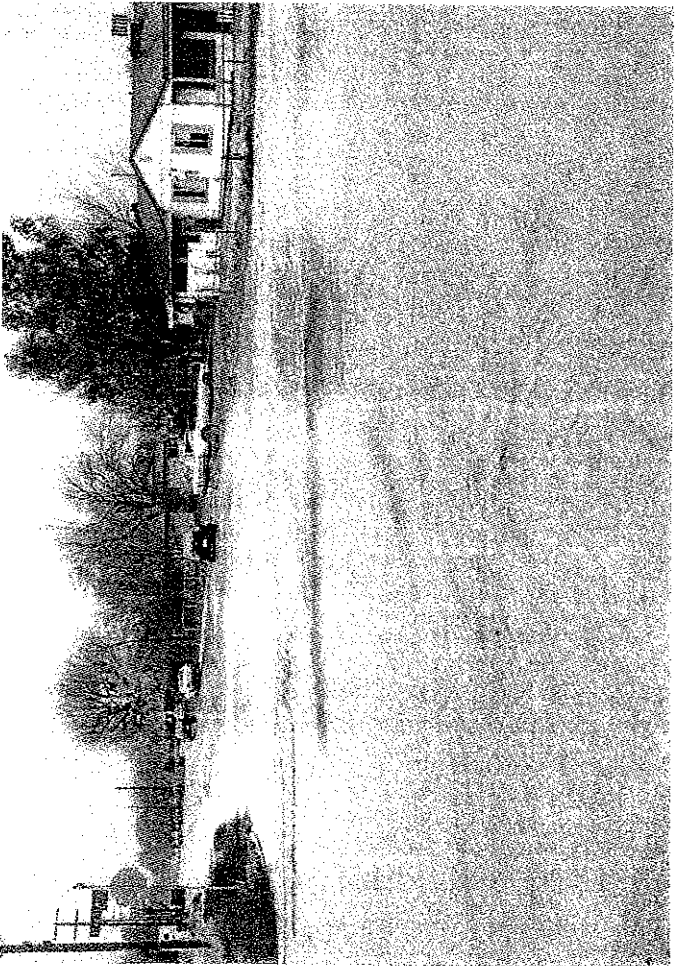
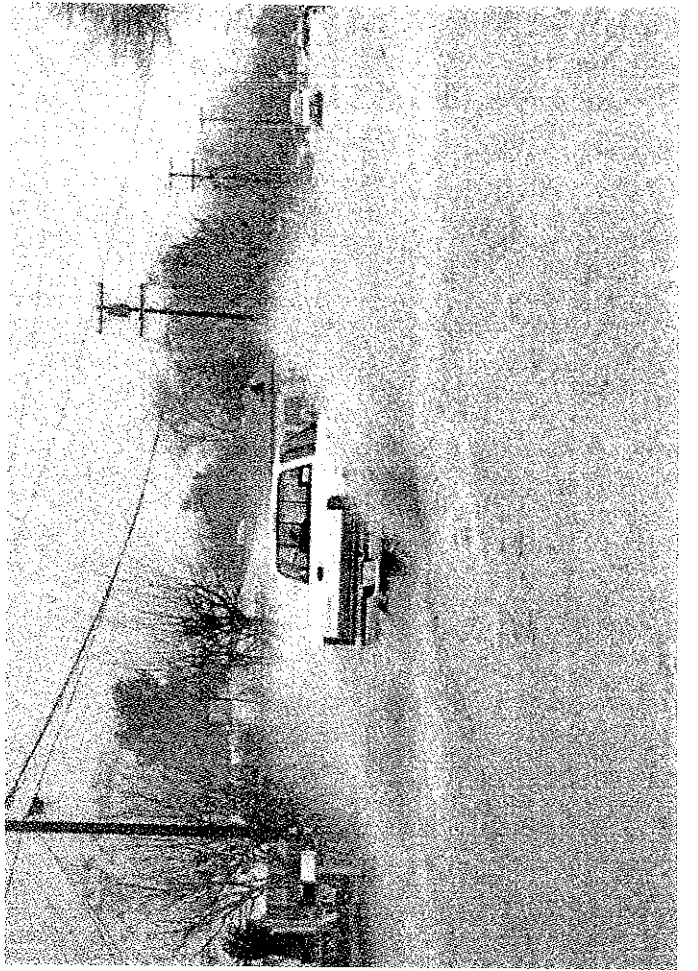
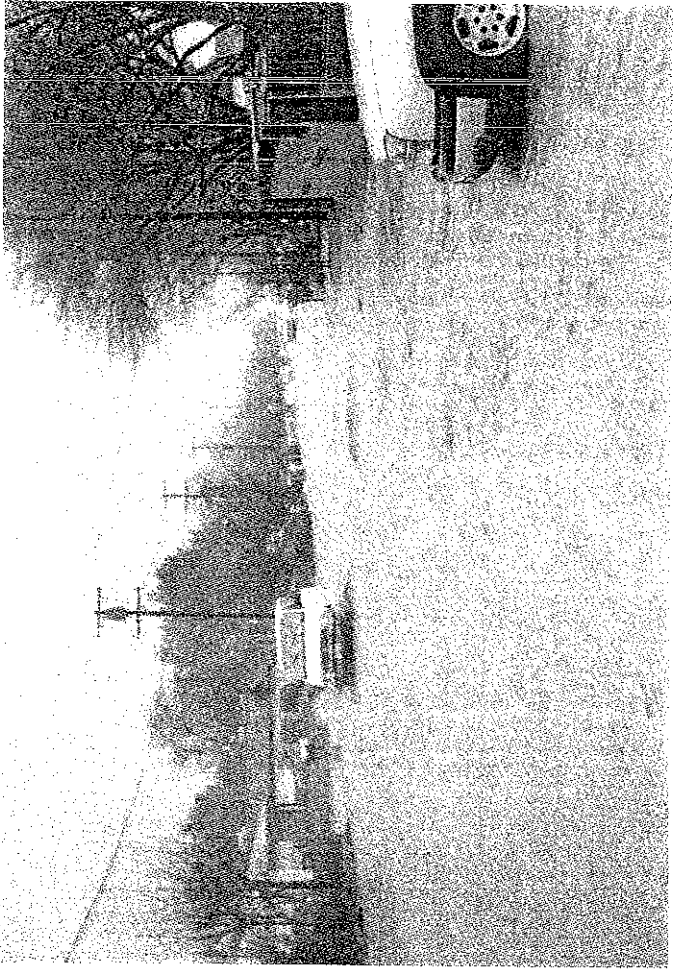


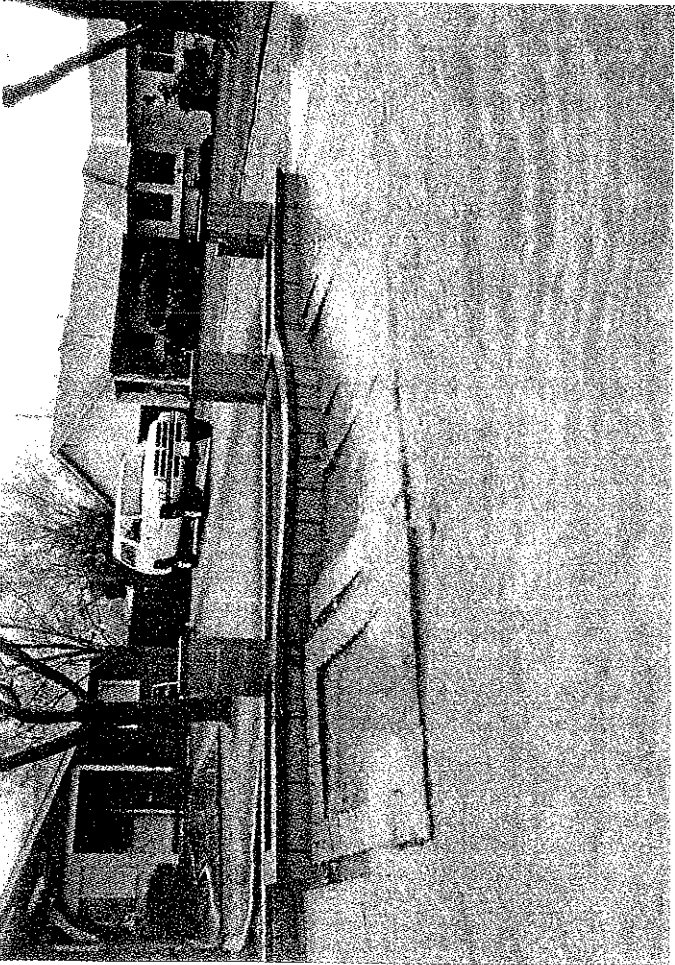
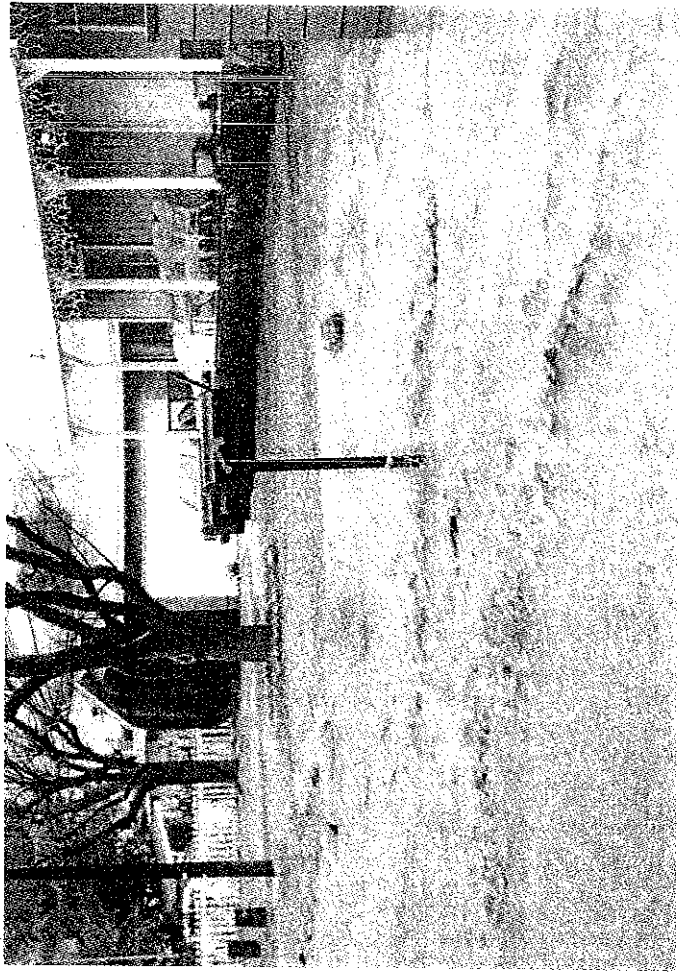
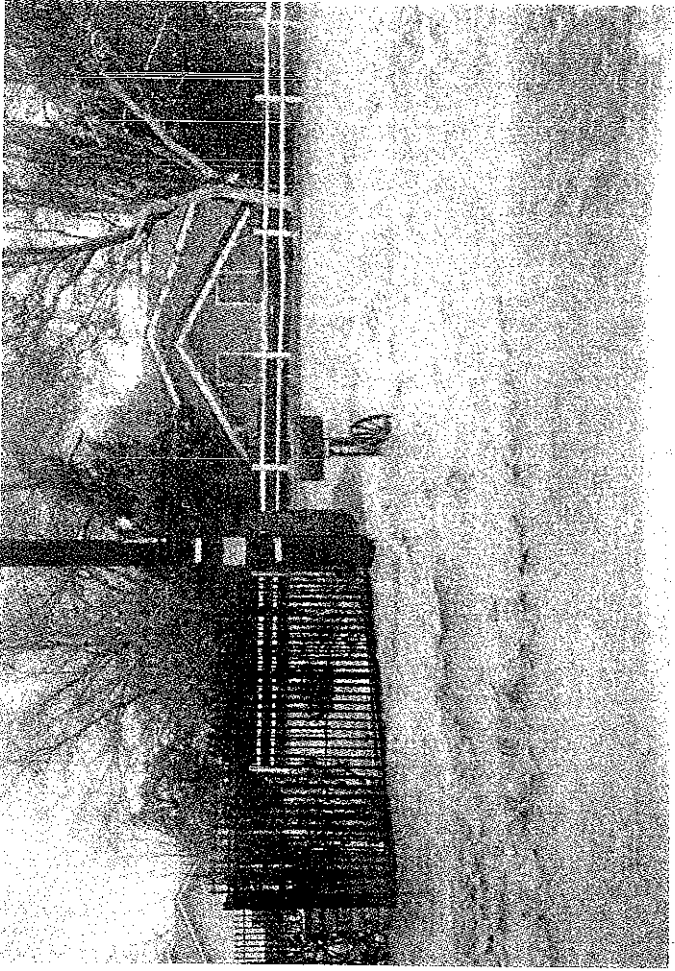


52nd River L-L10

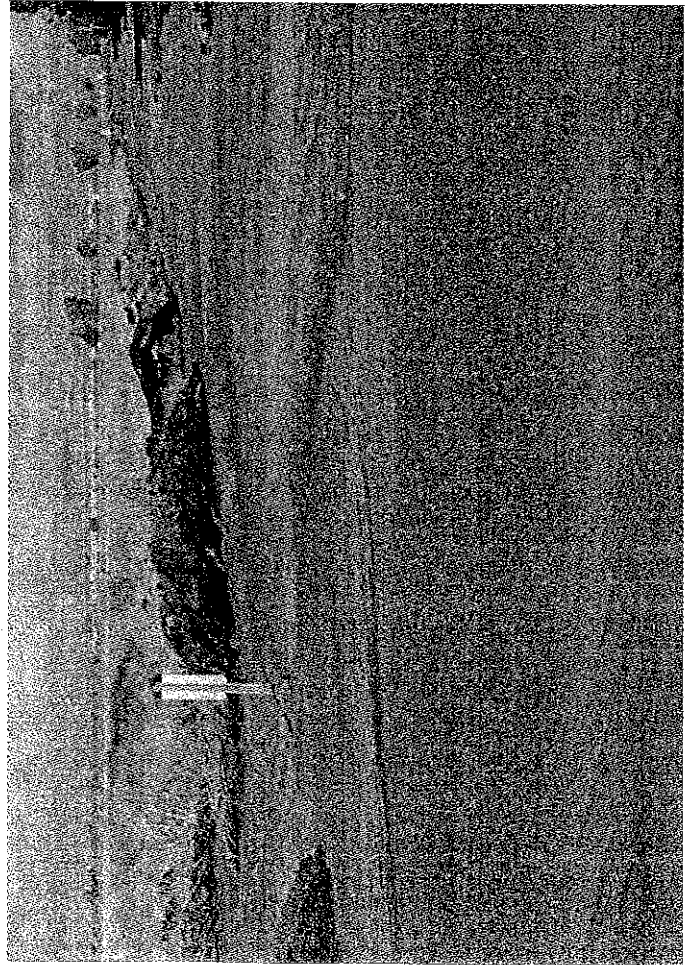
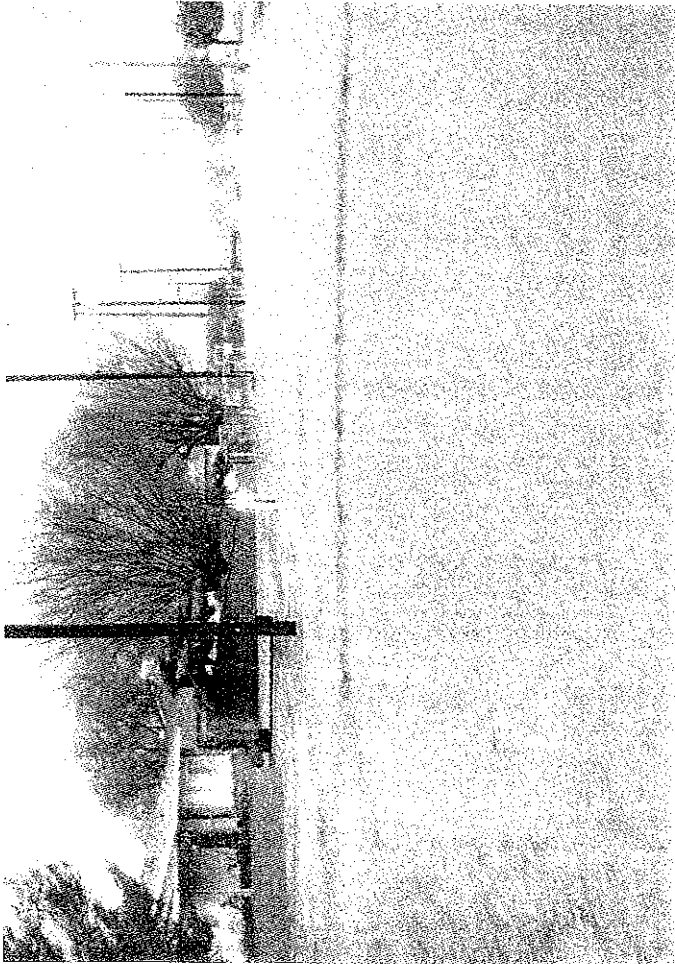
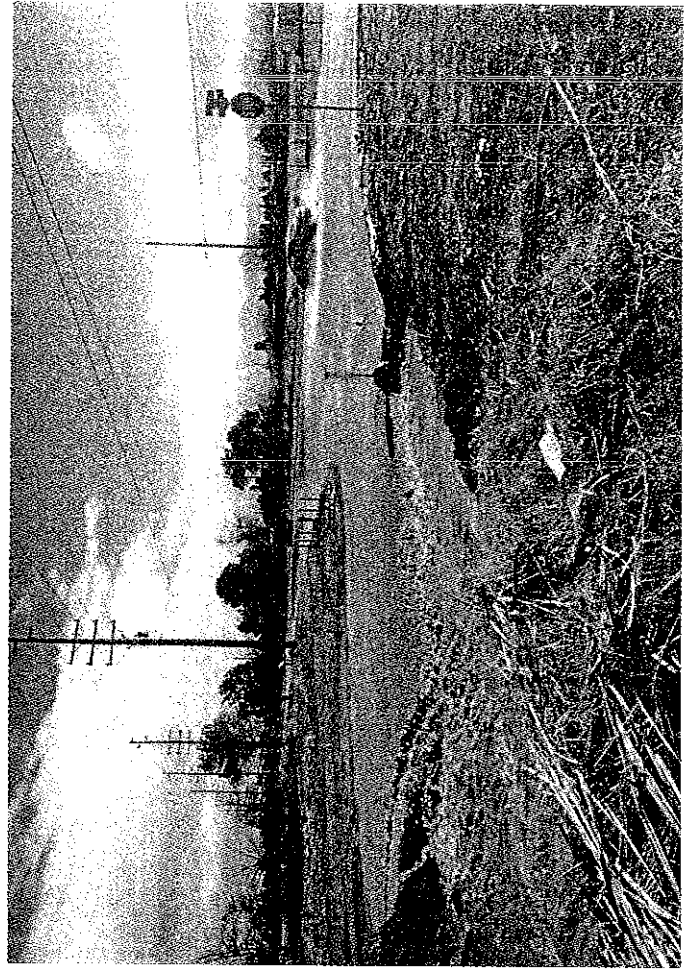
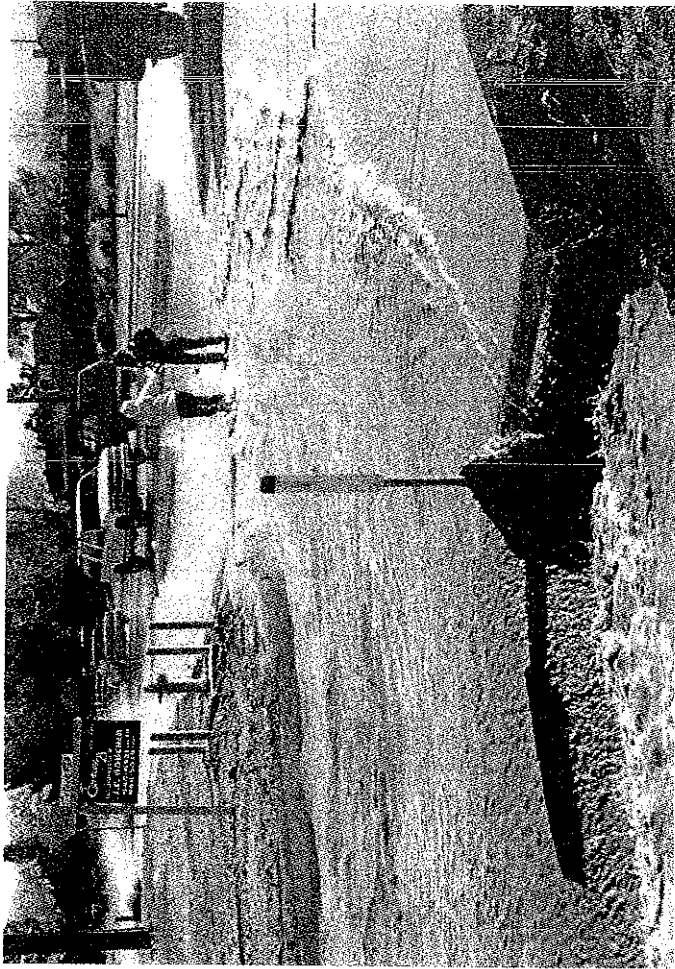


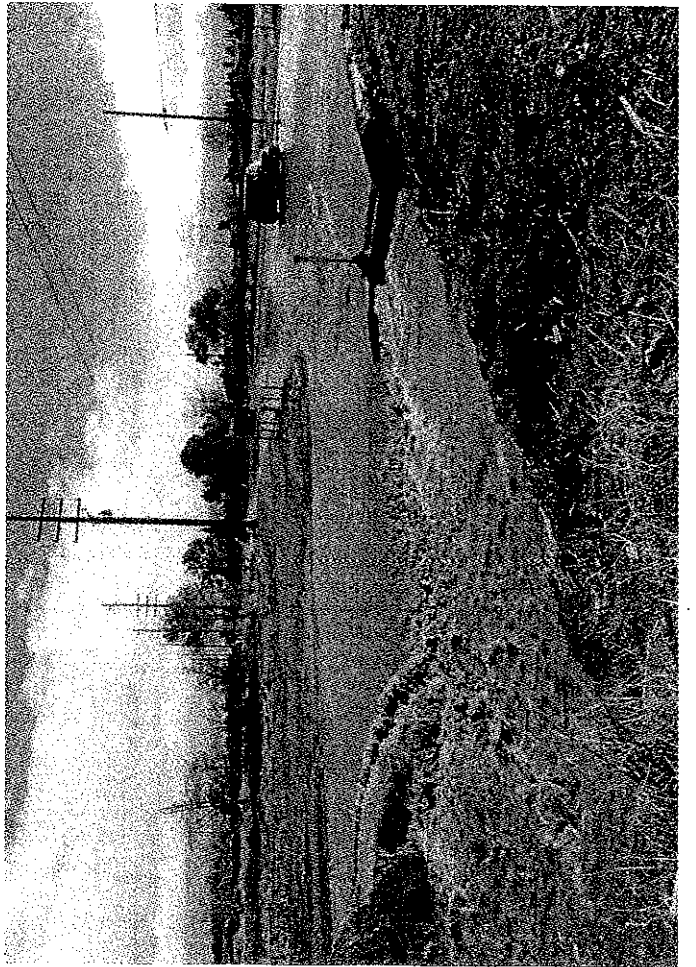




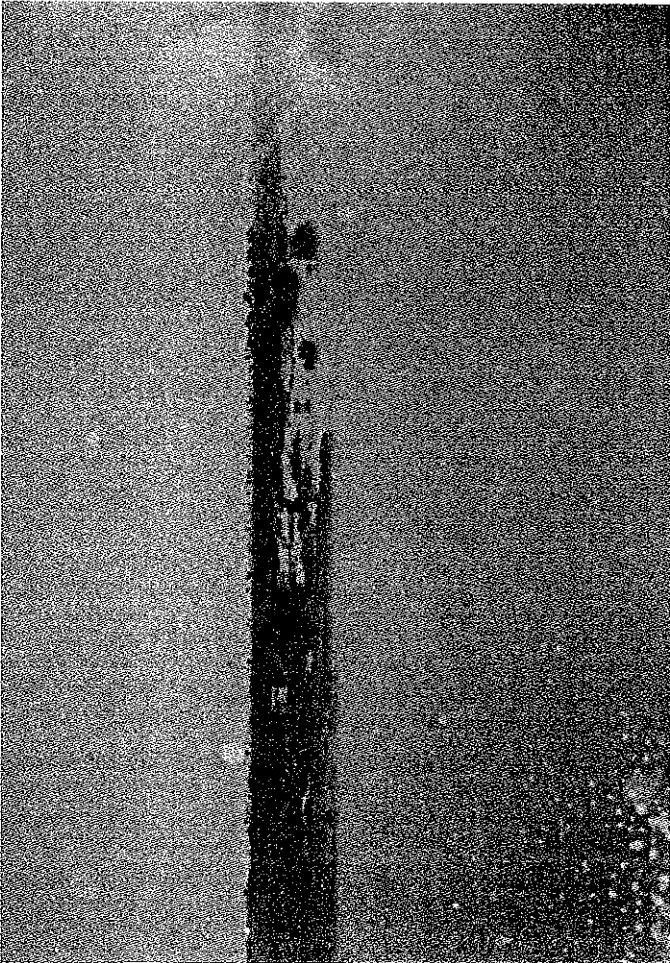




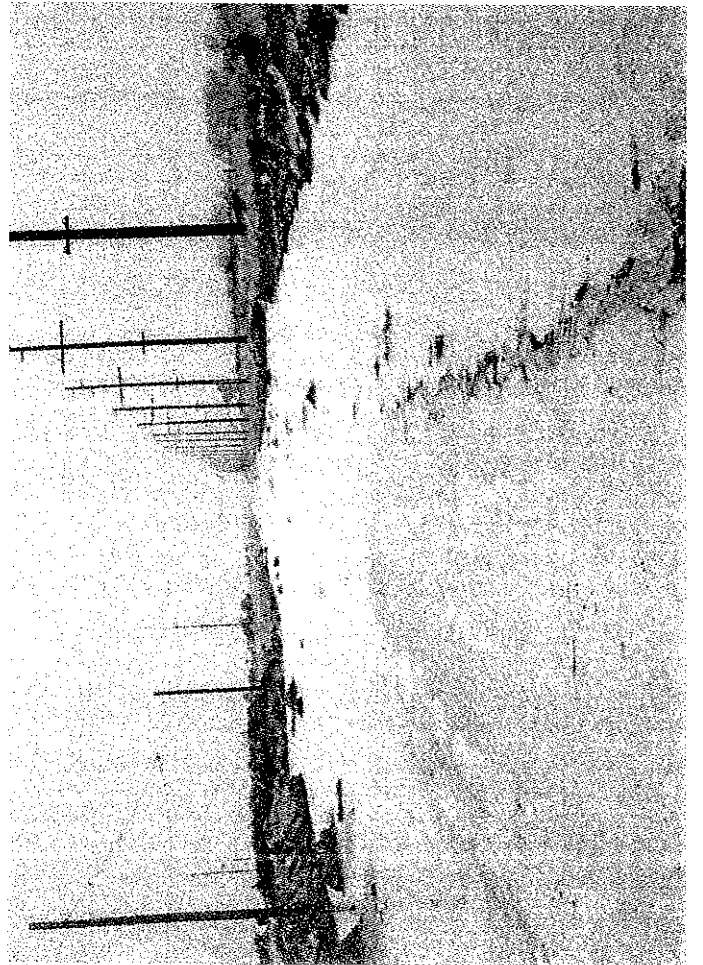
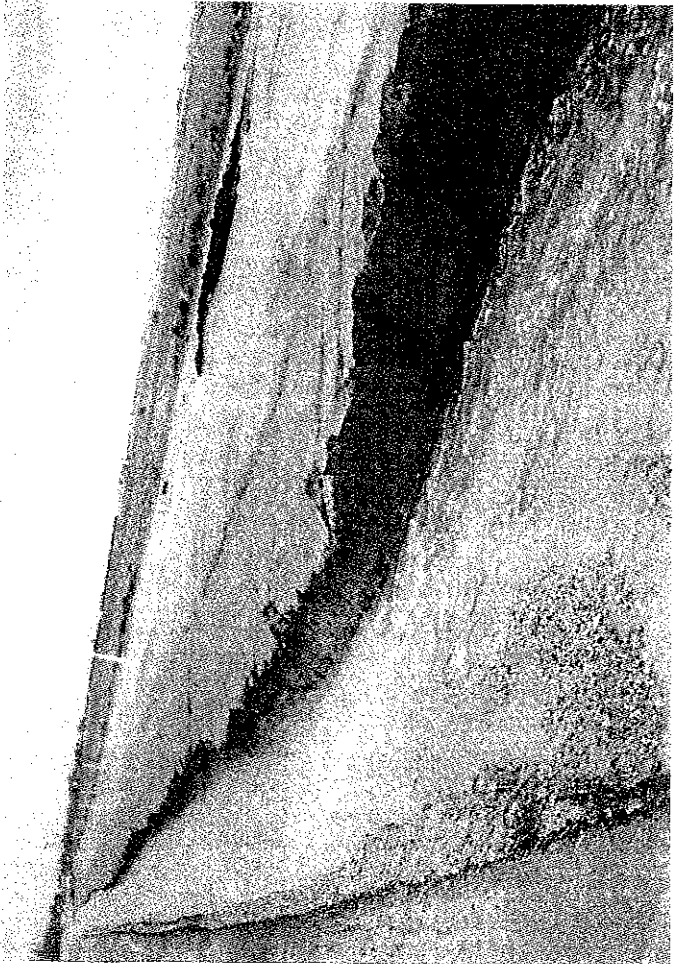
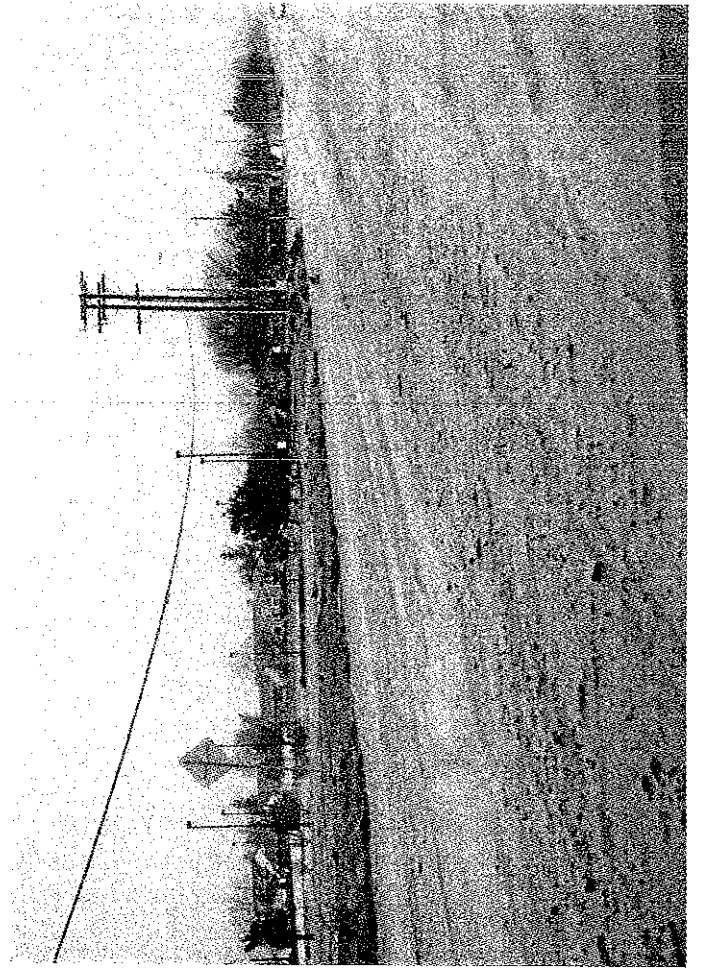




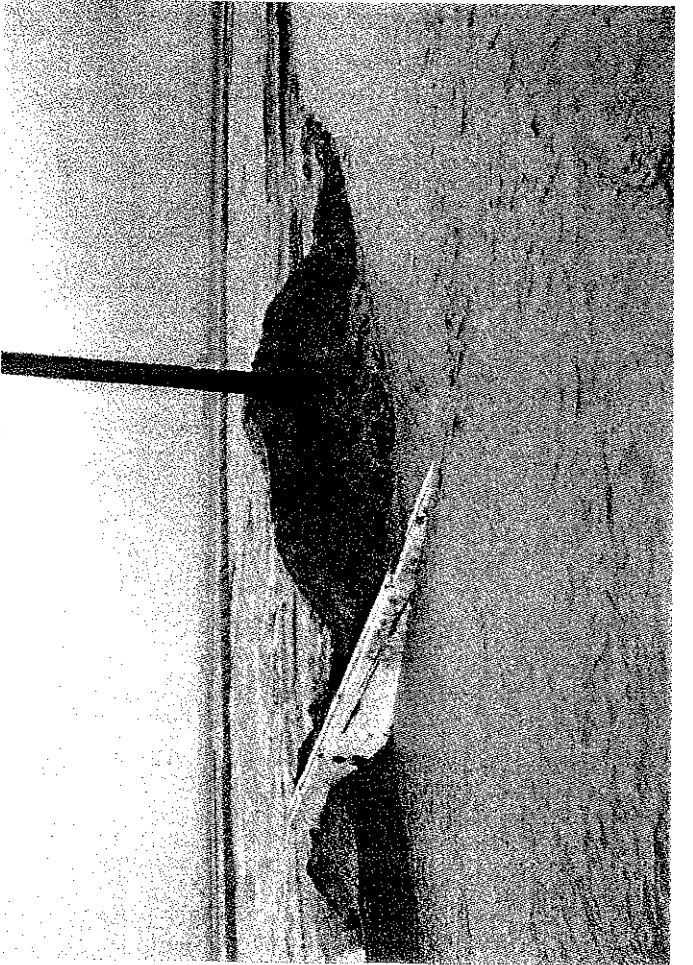
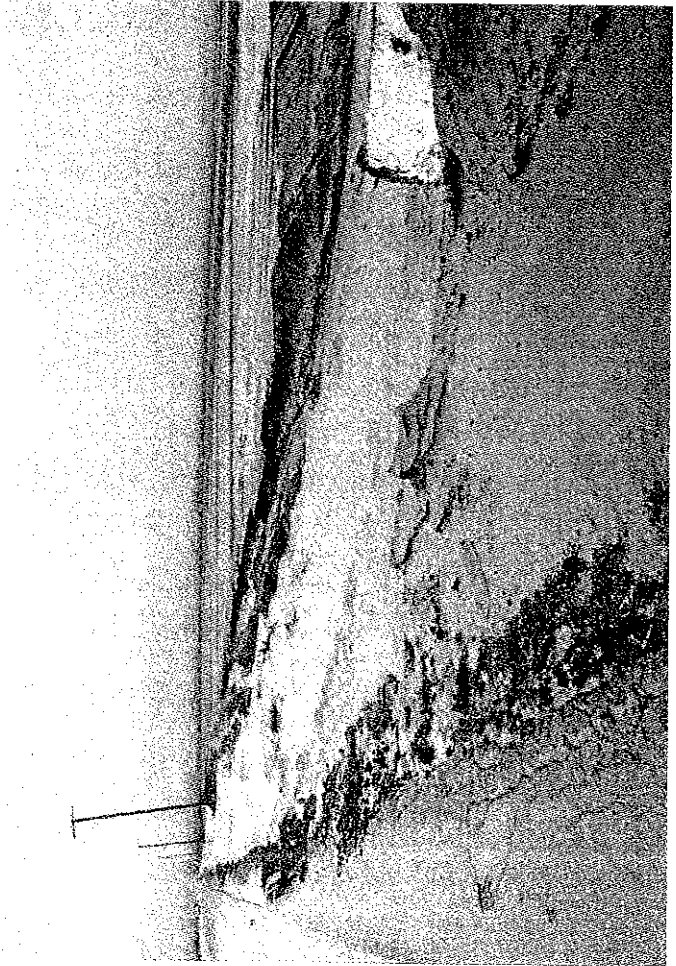


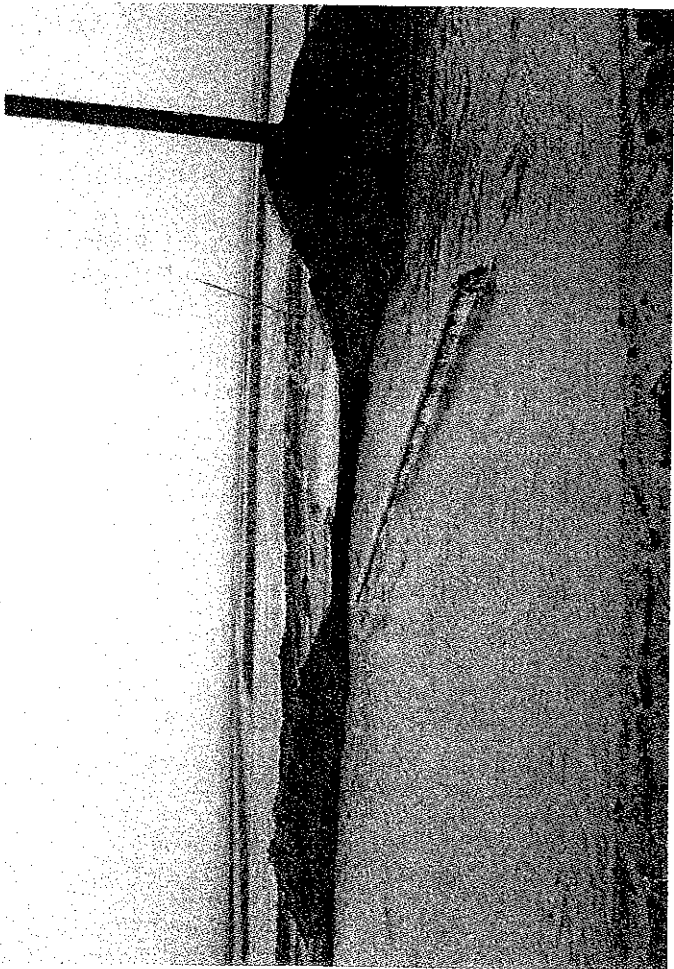
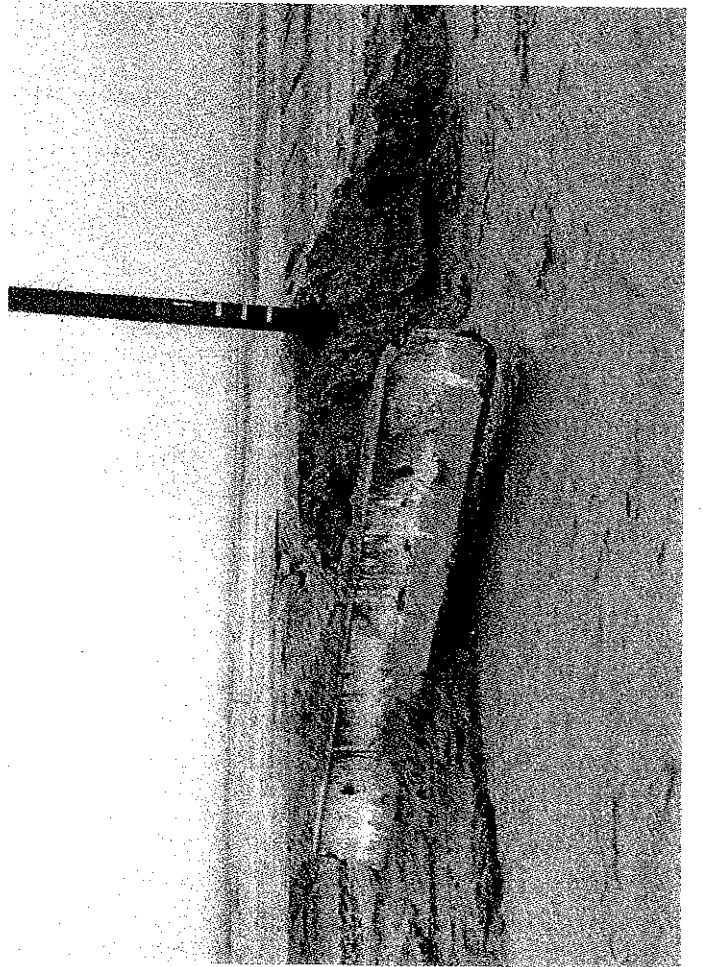
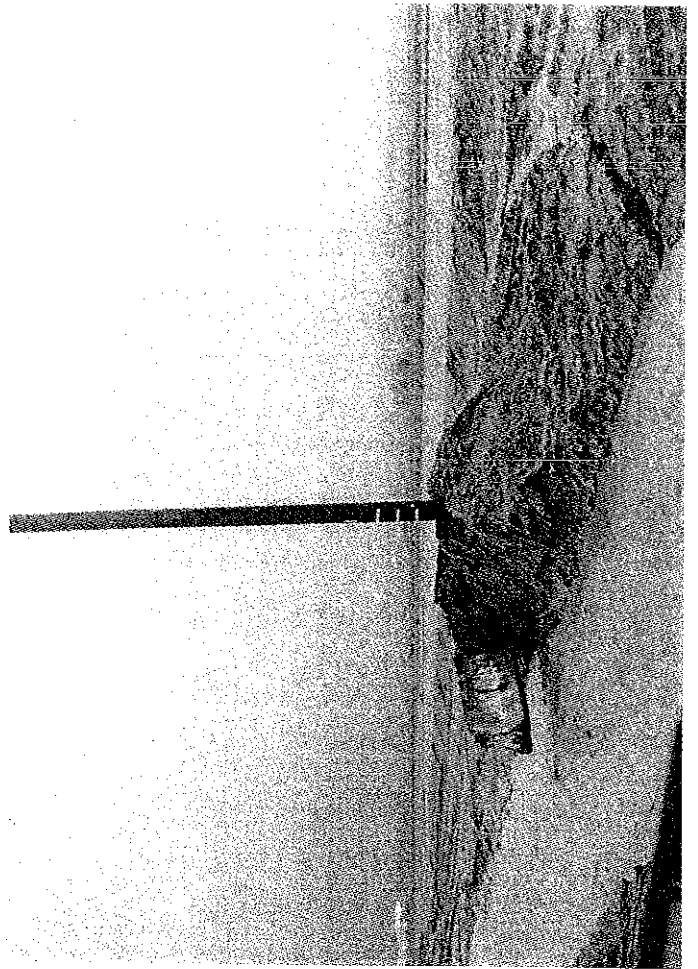


60th L-K



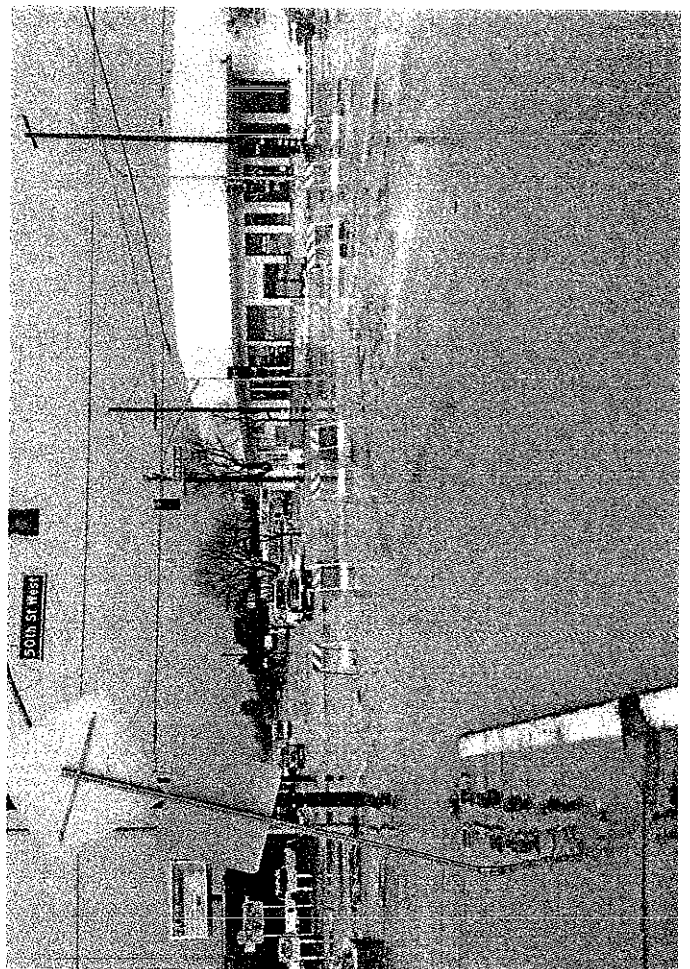
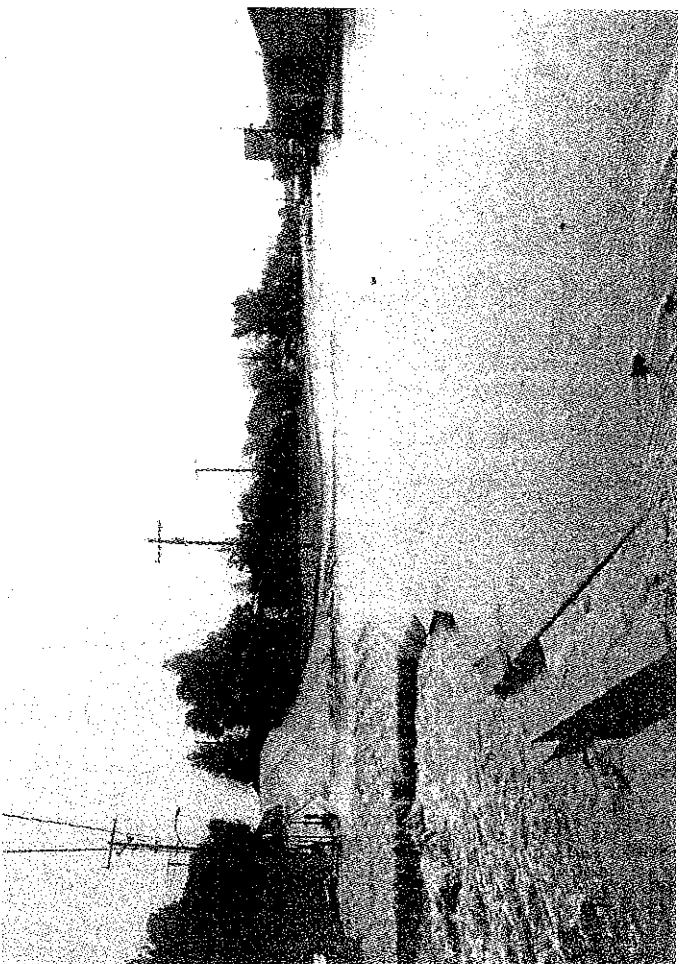
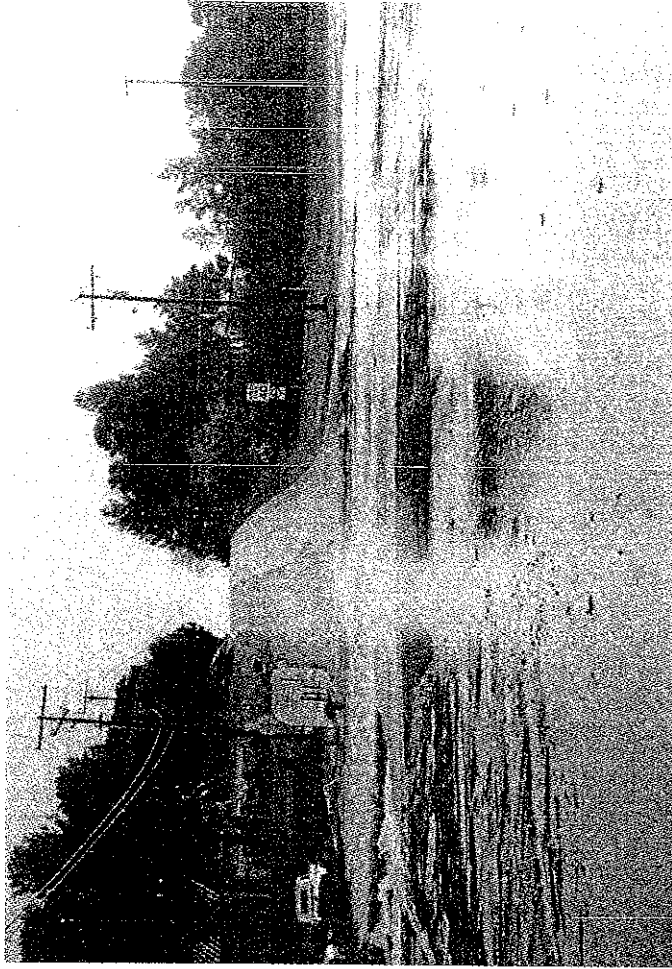


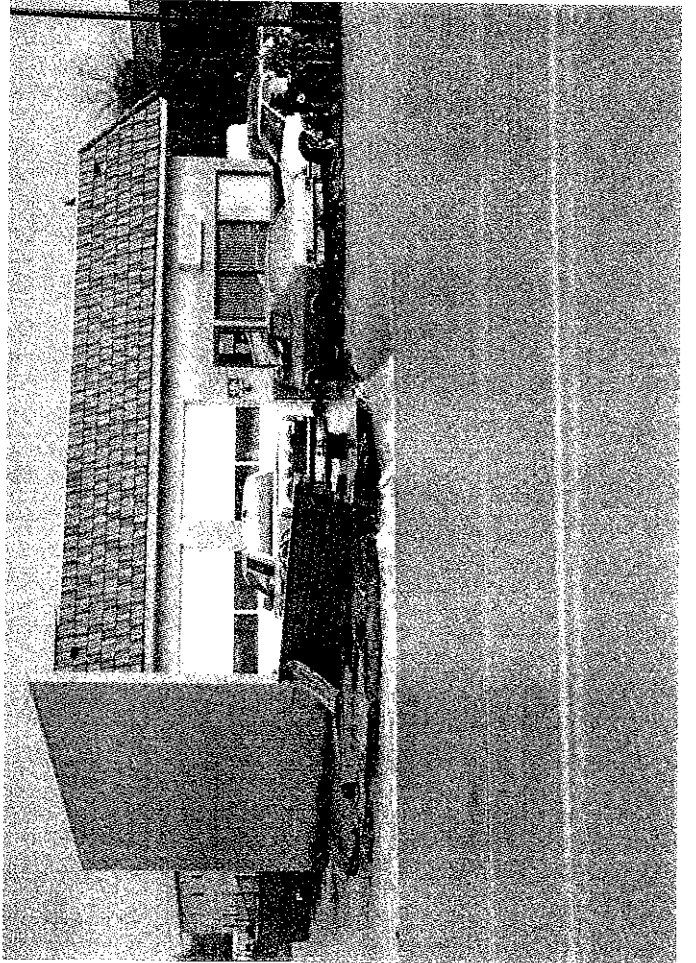
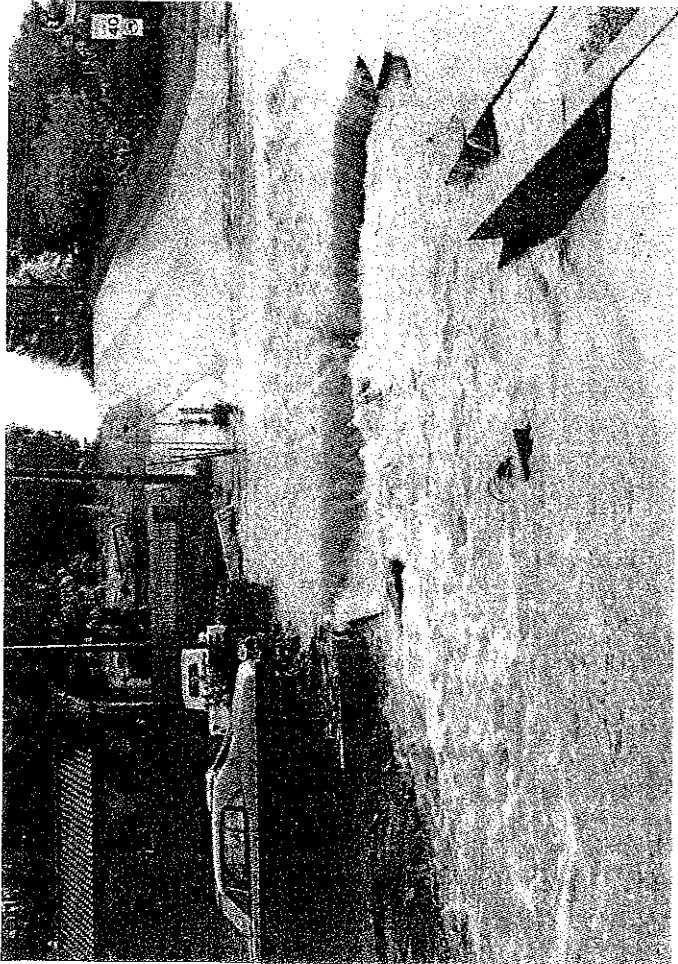
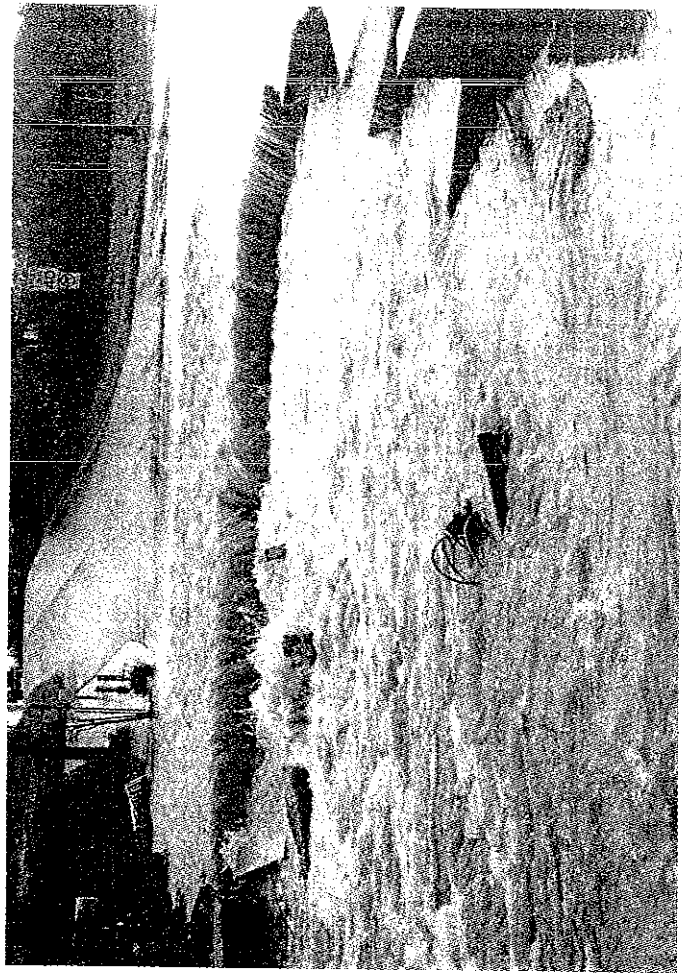
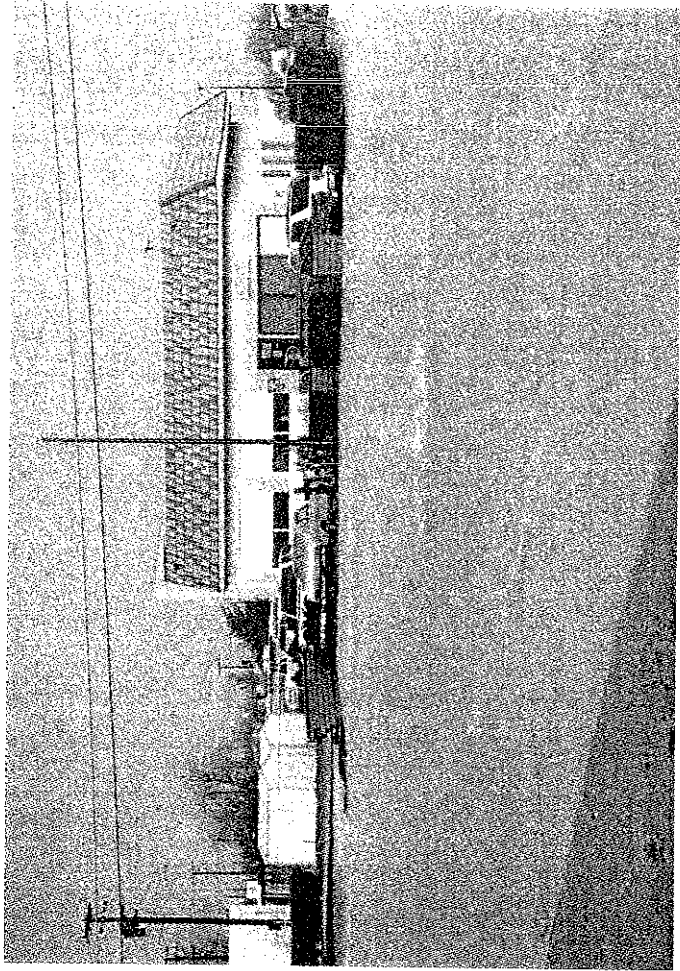




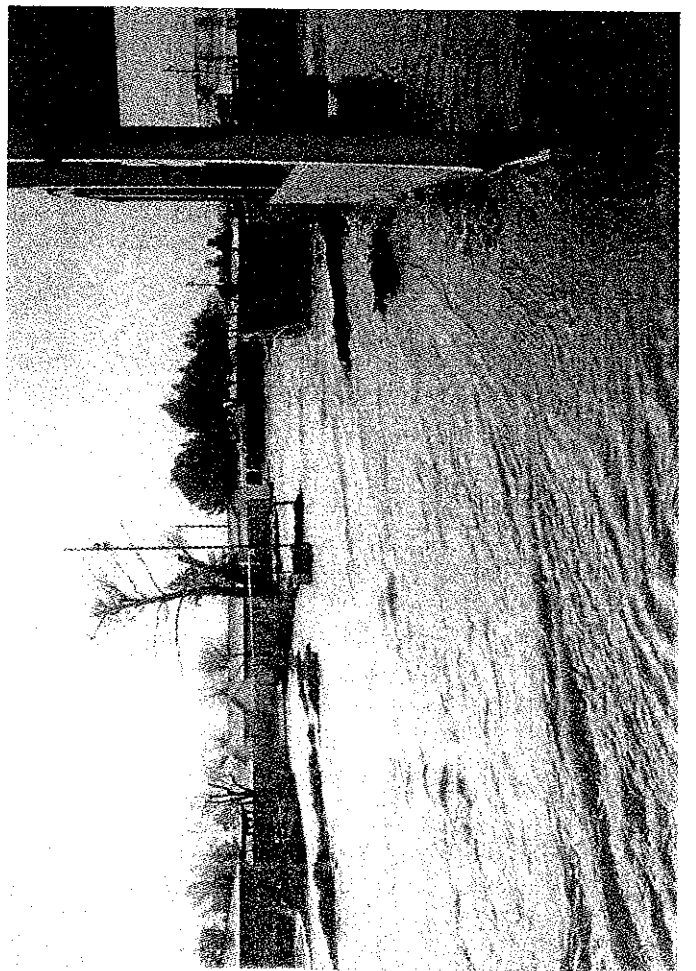
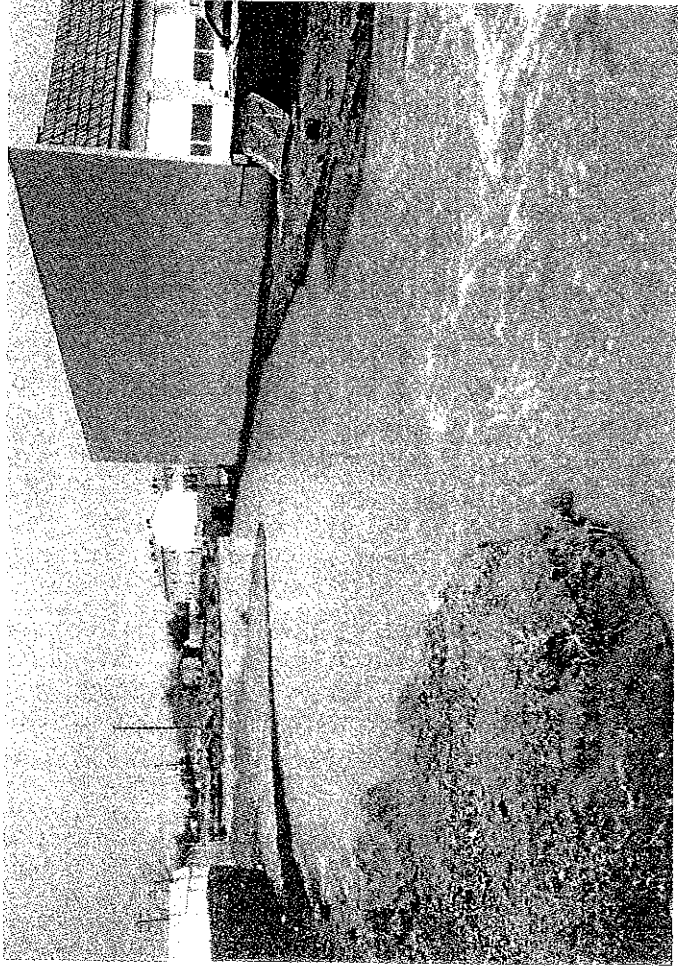
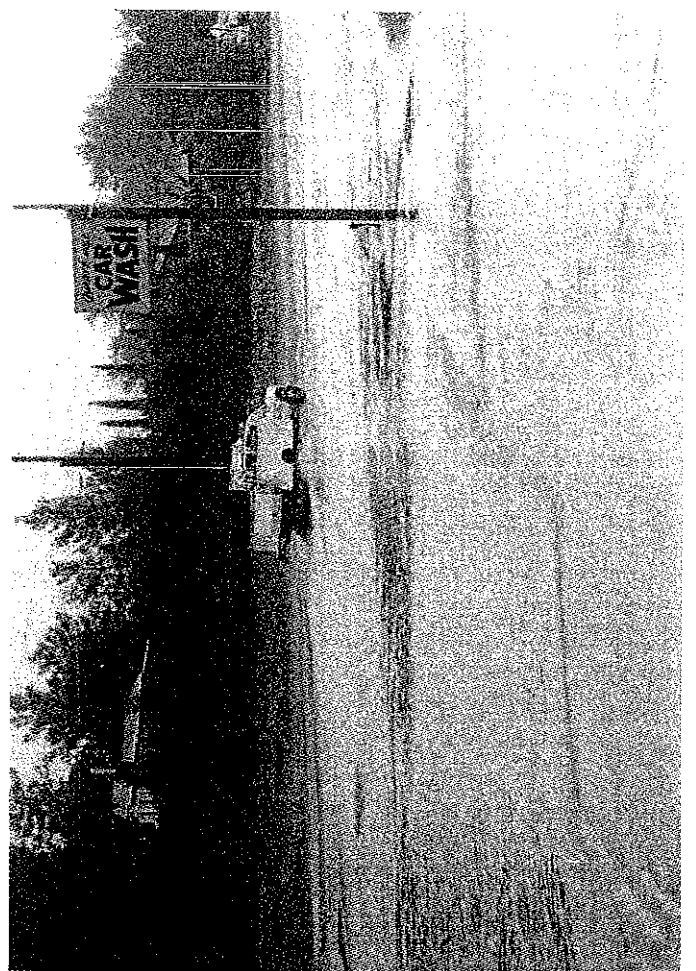
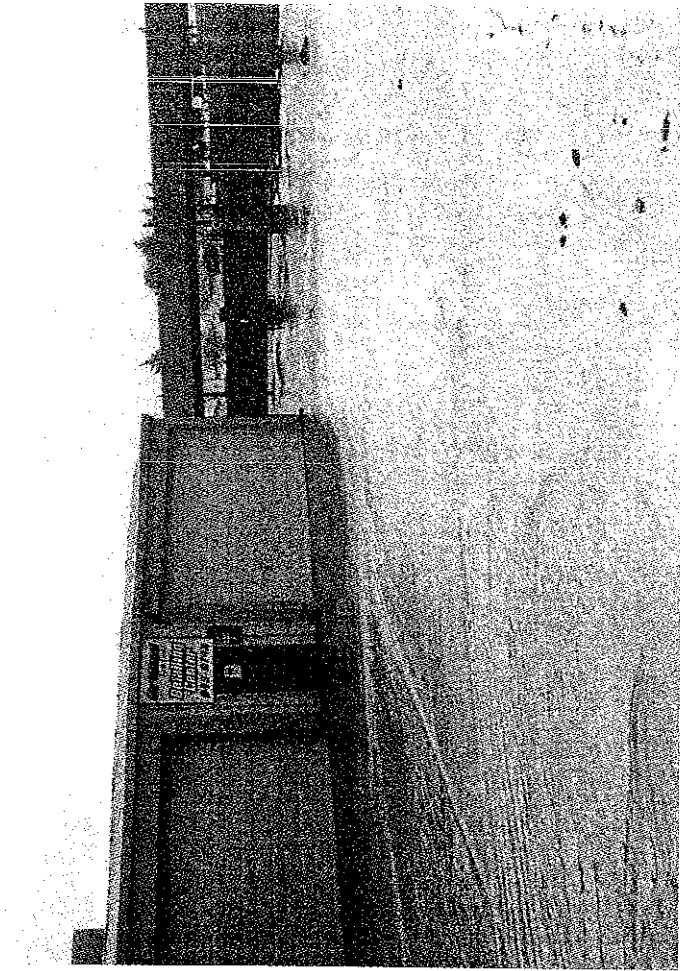


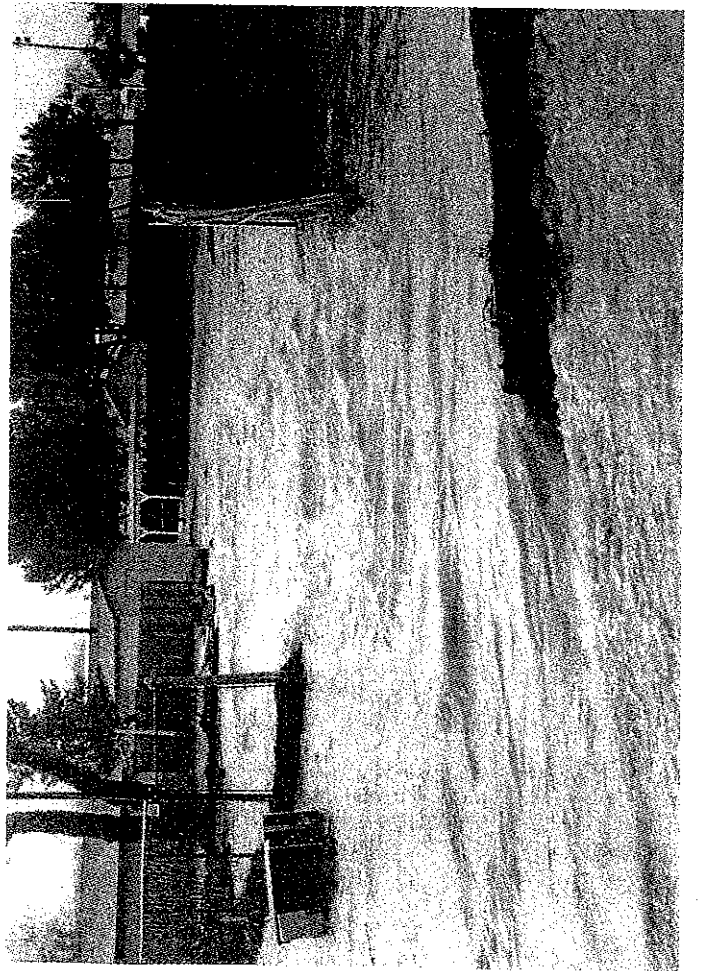
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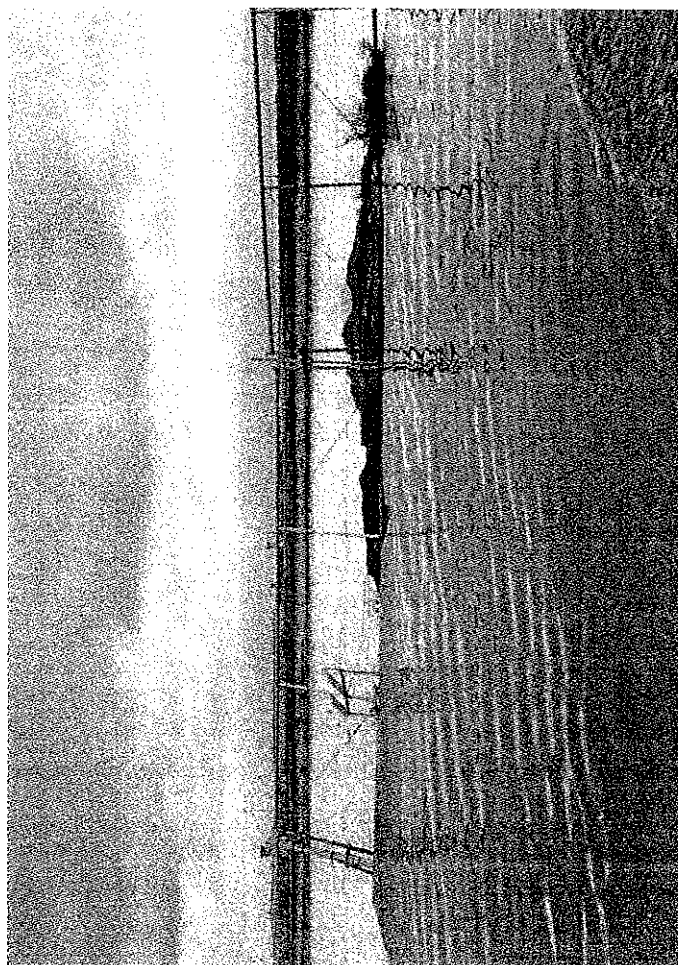
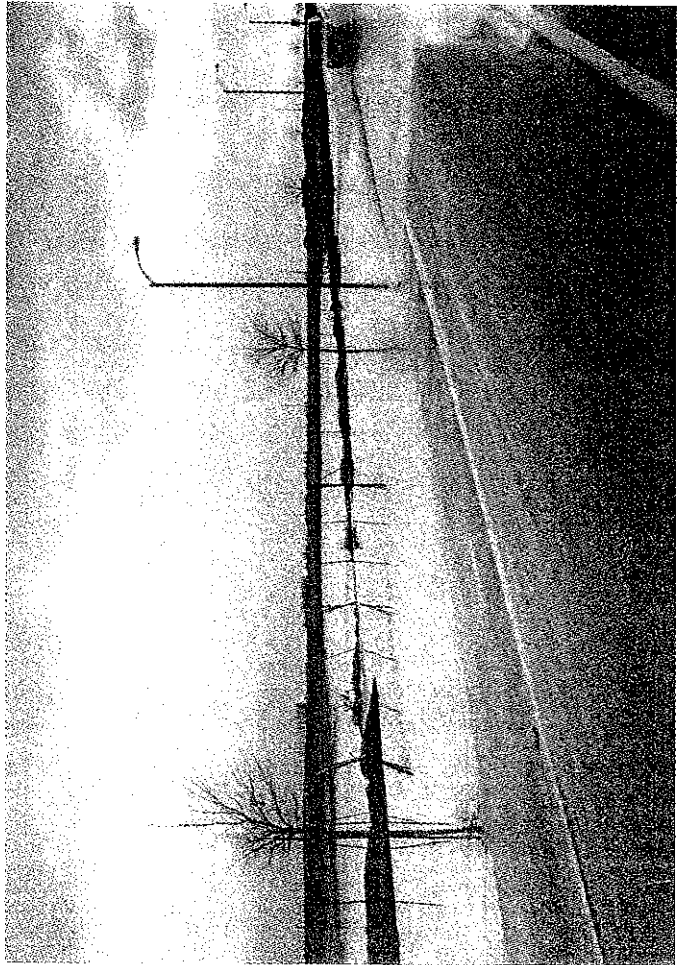
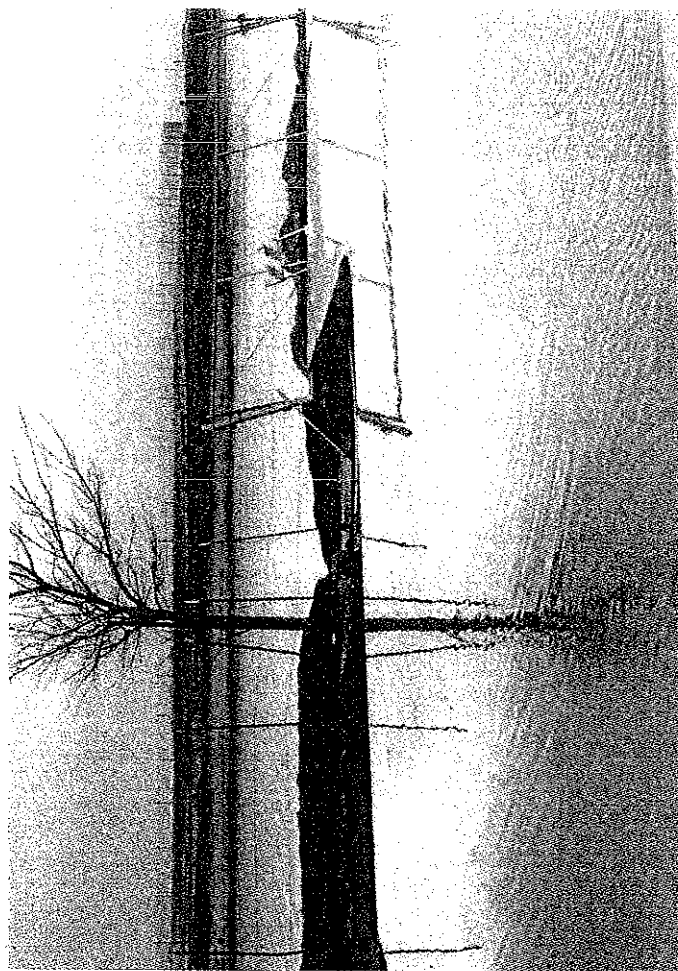
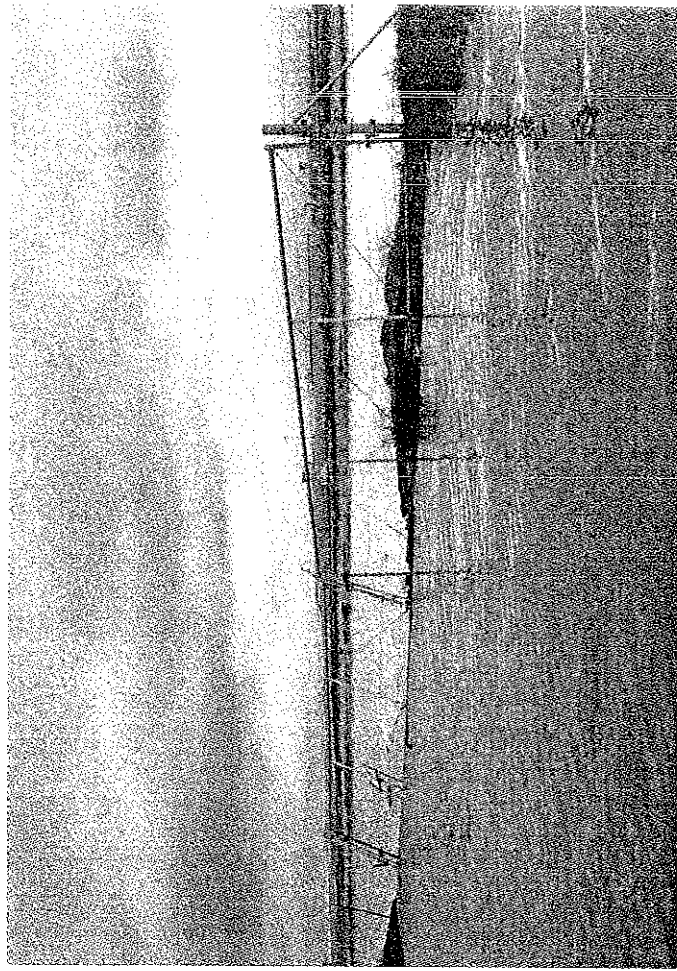




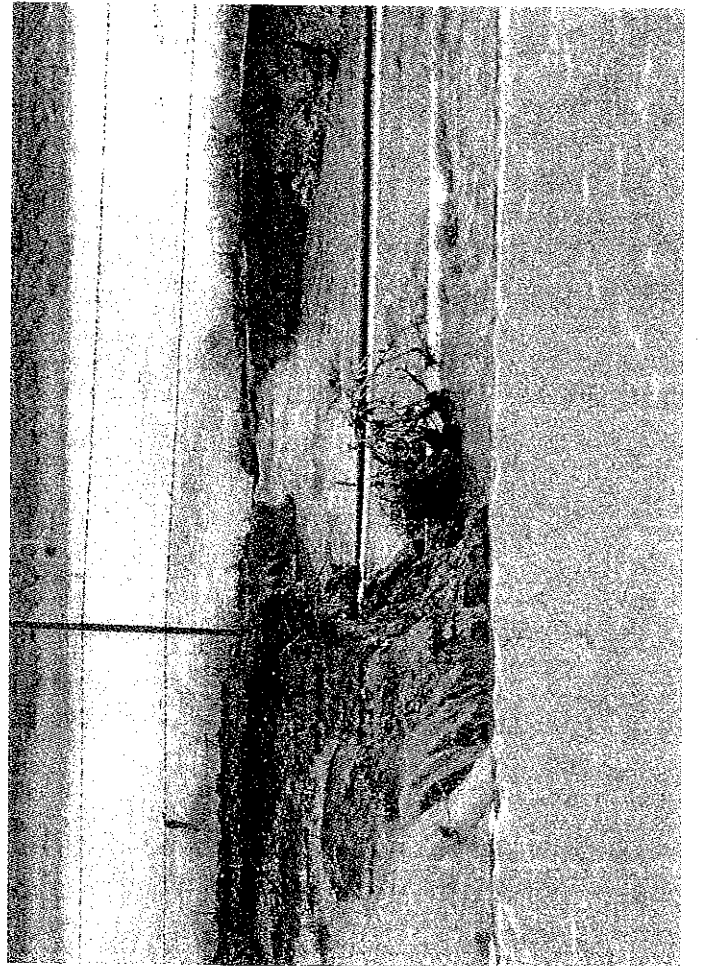
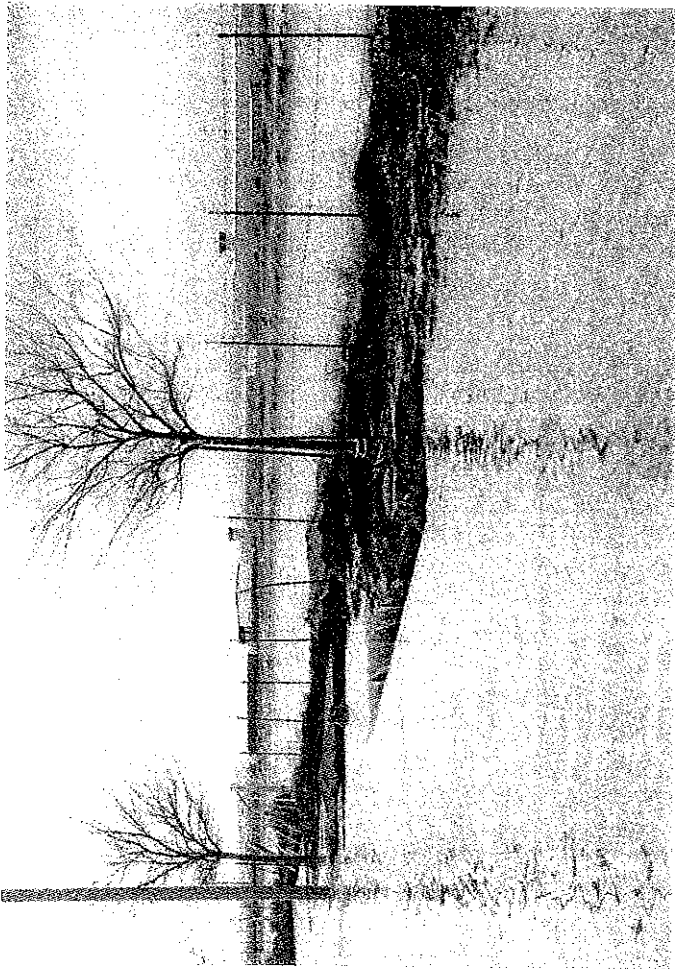
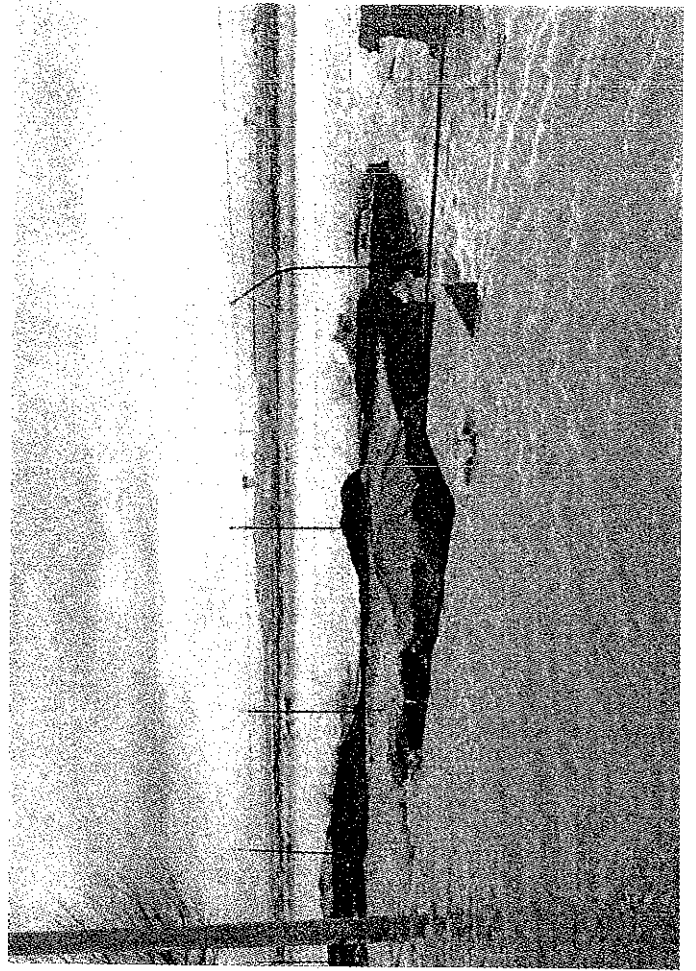


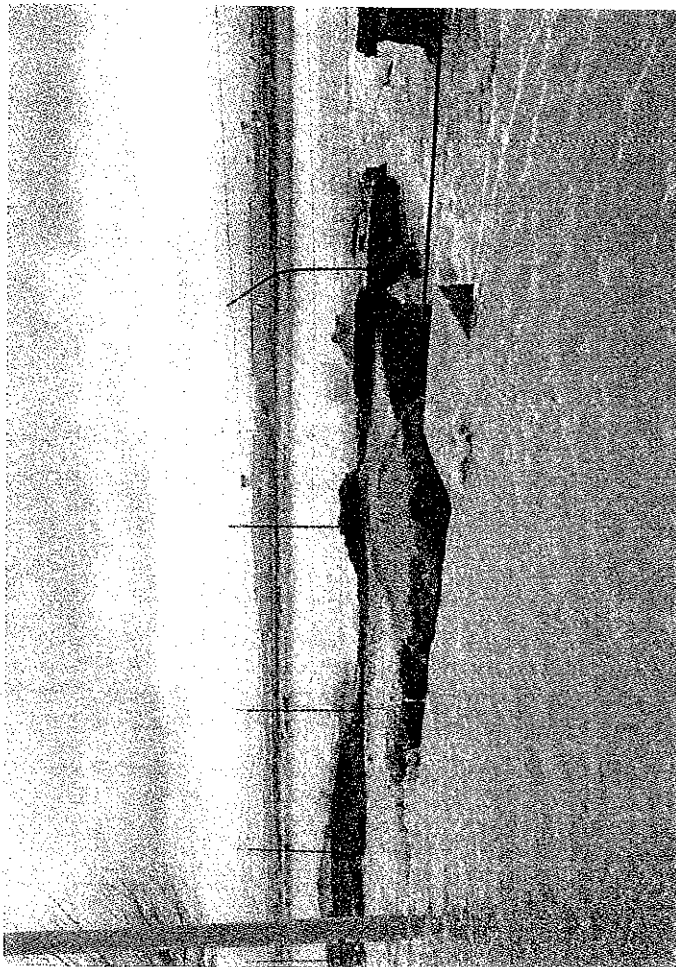
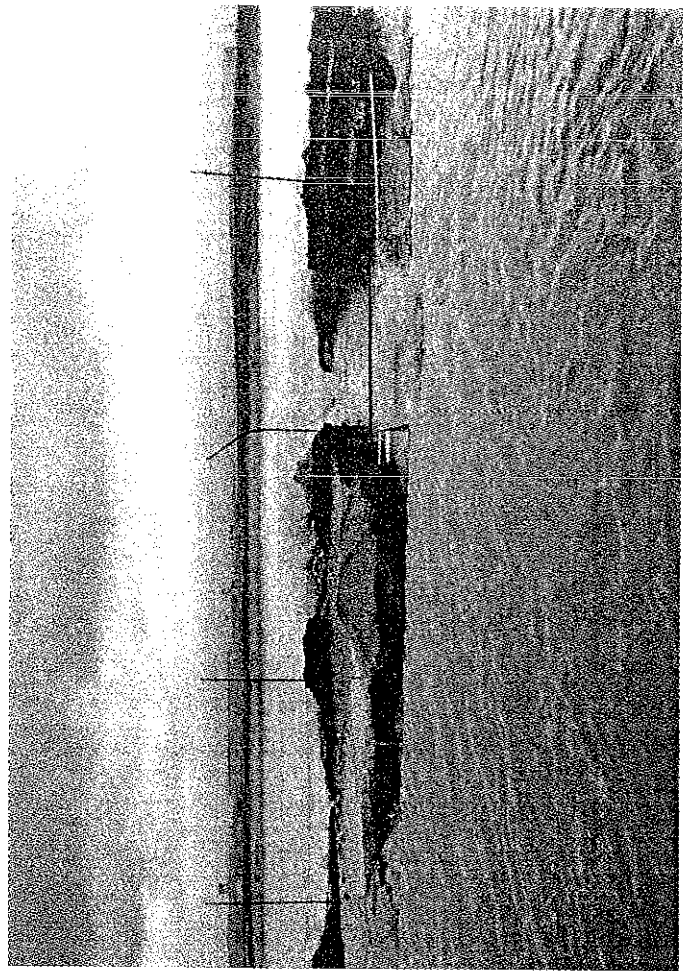


Prison - note

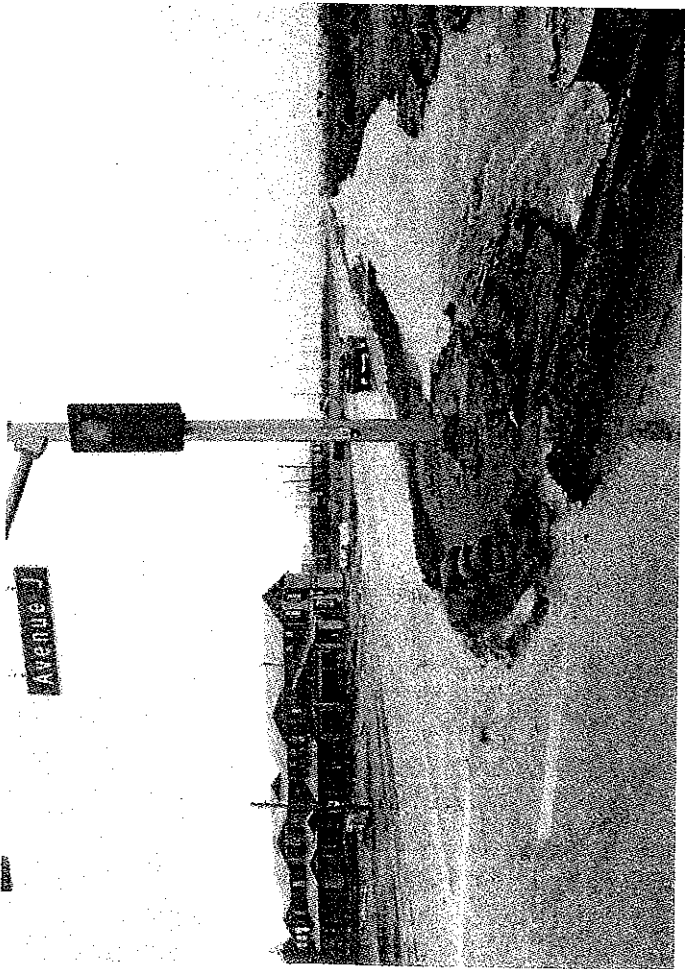
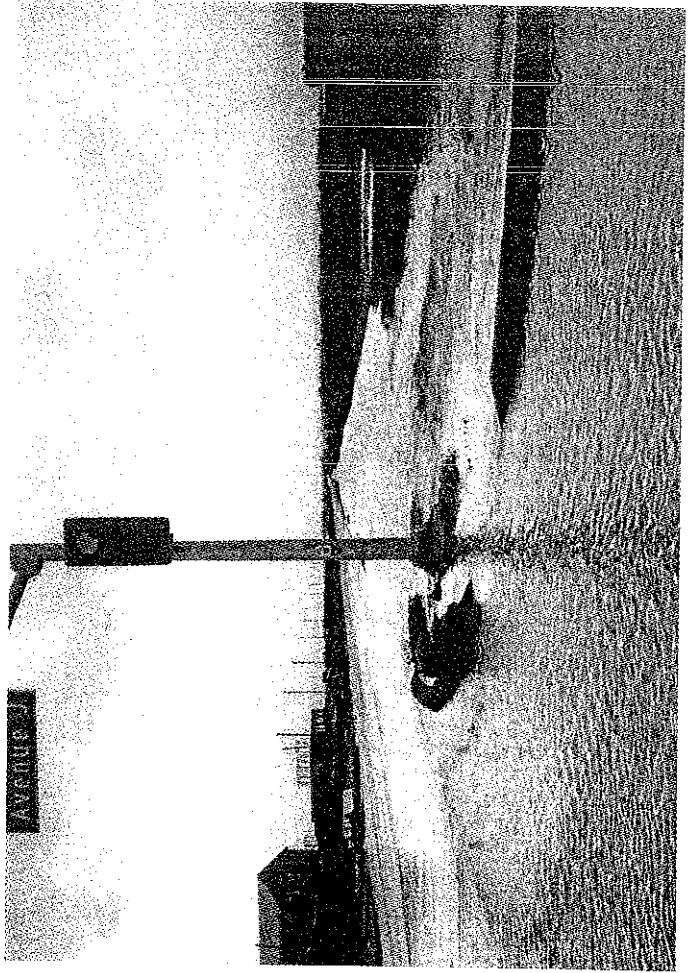






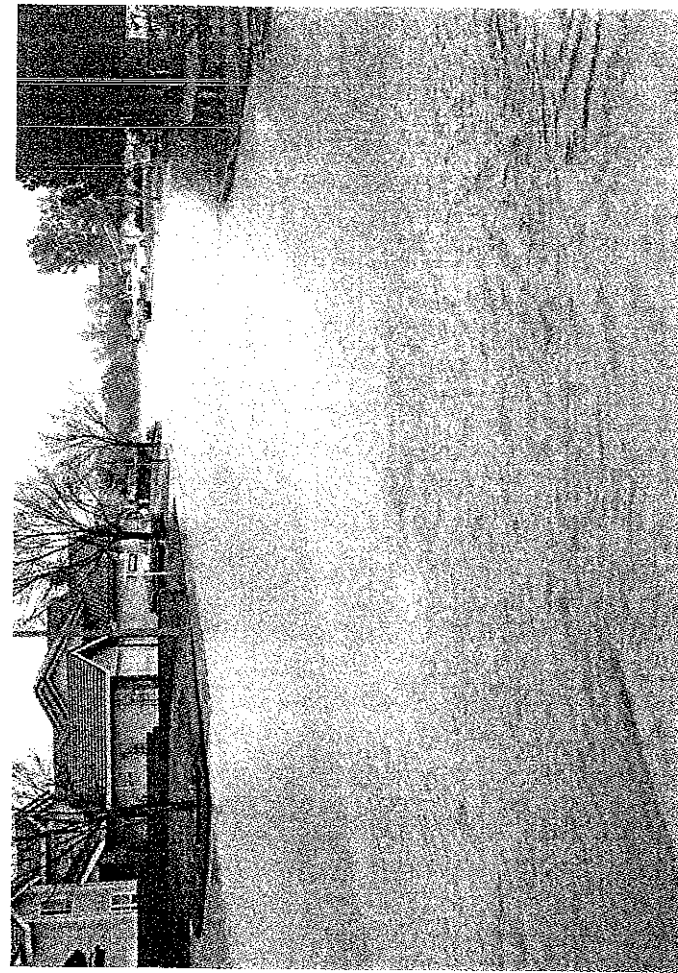
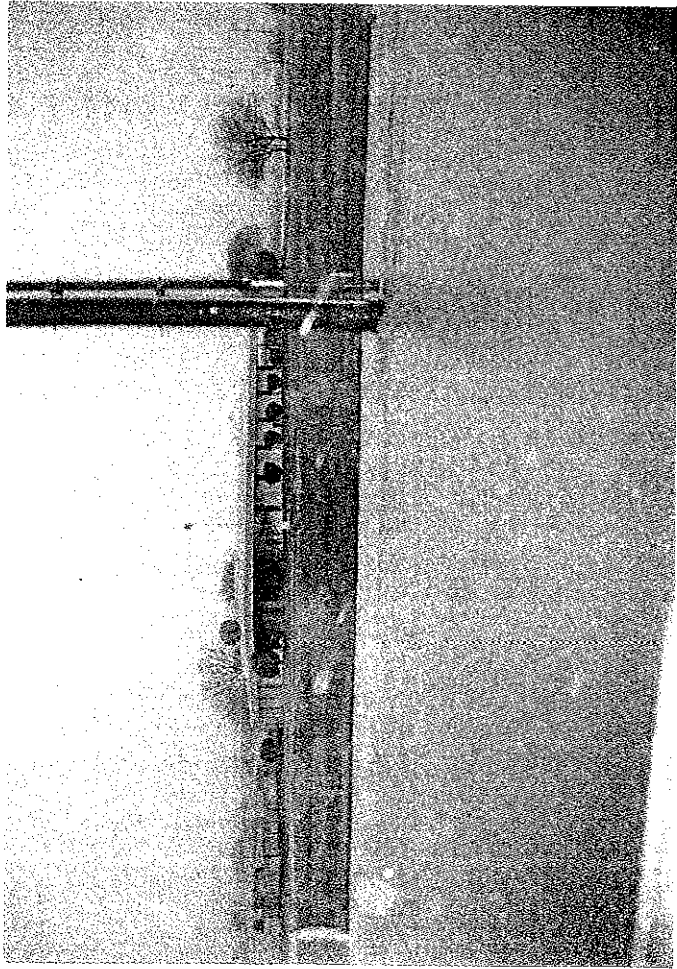


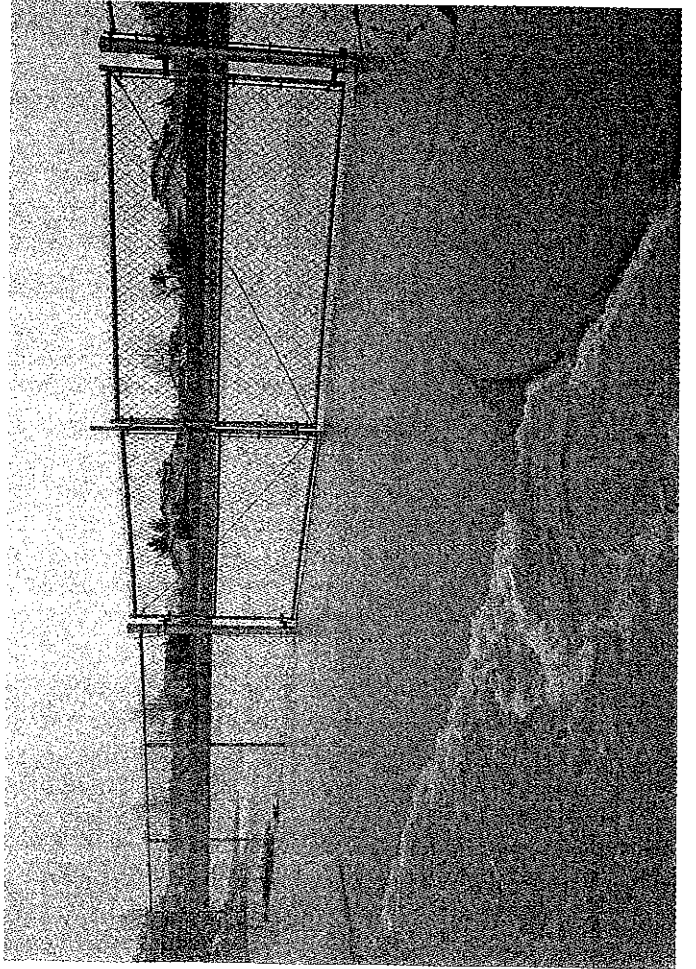
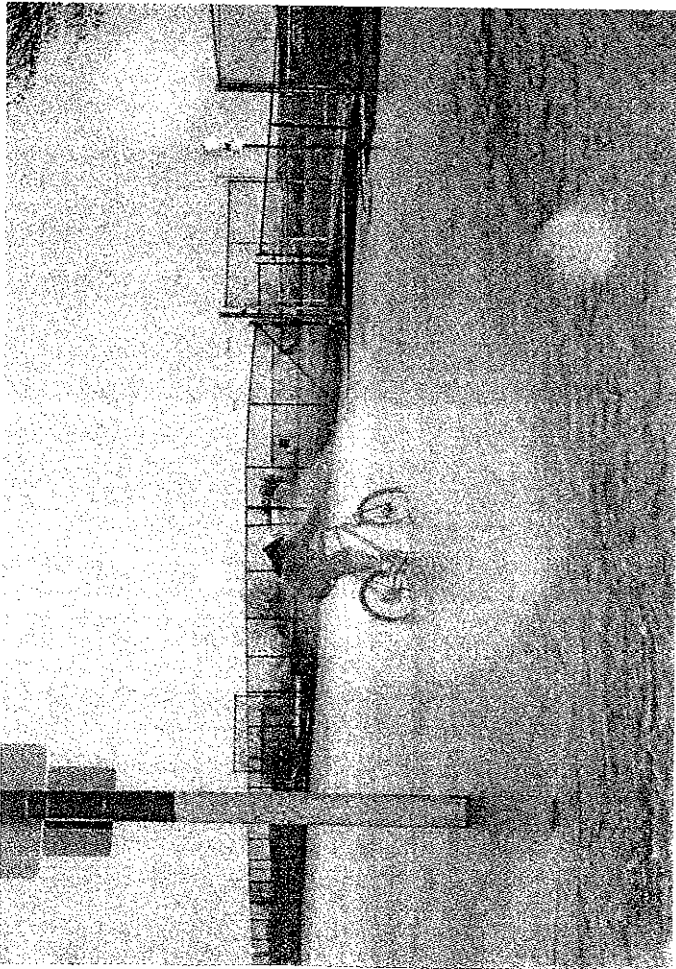
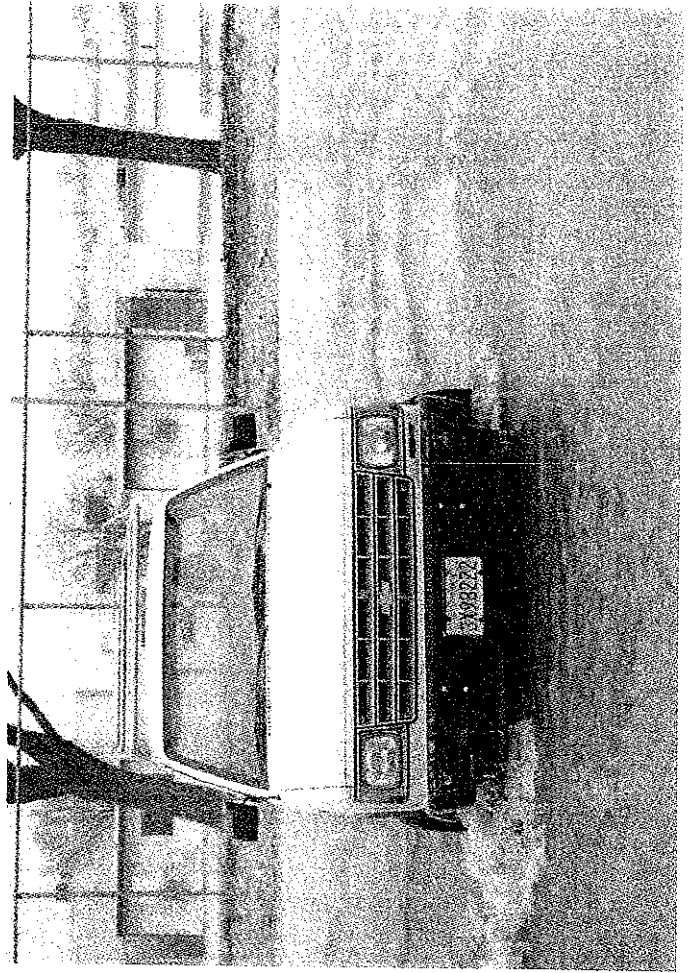
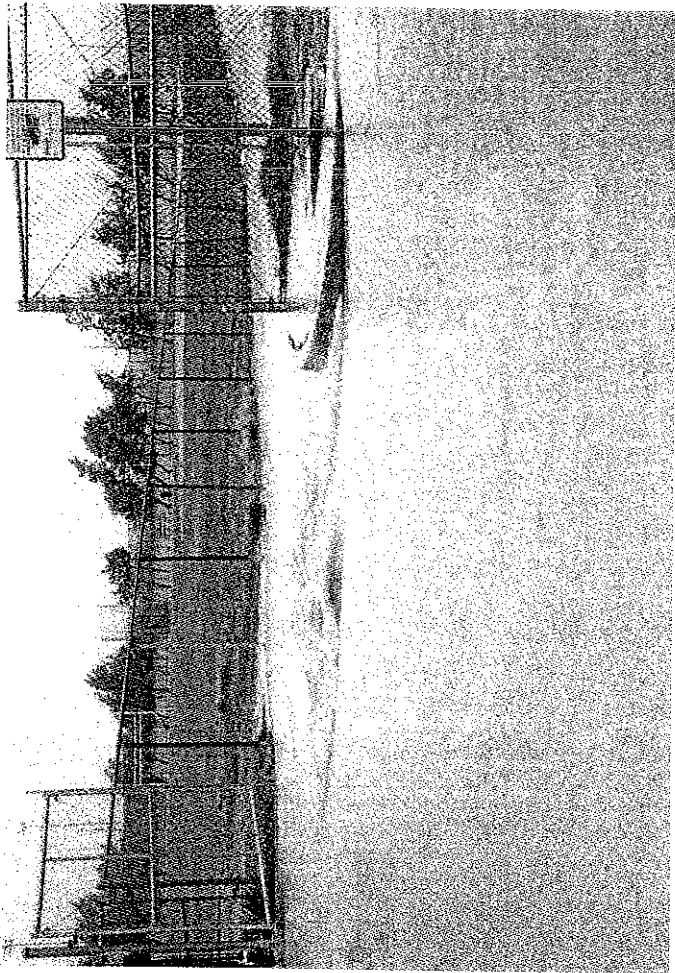




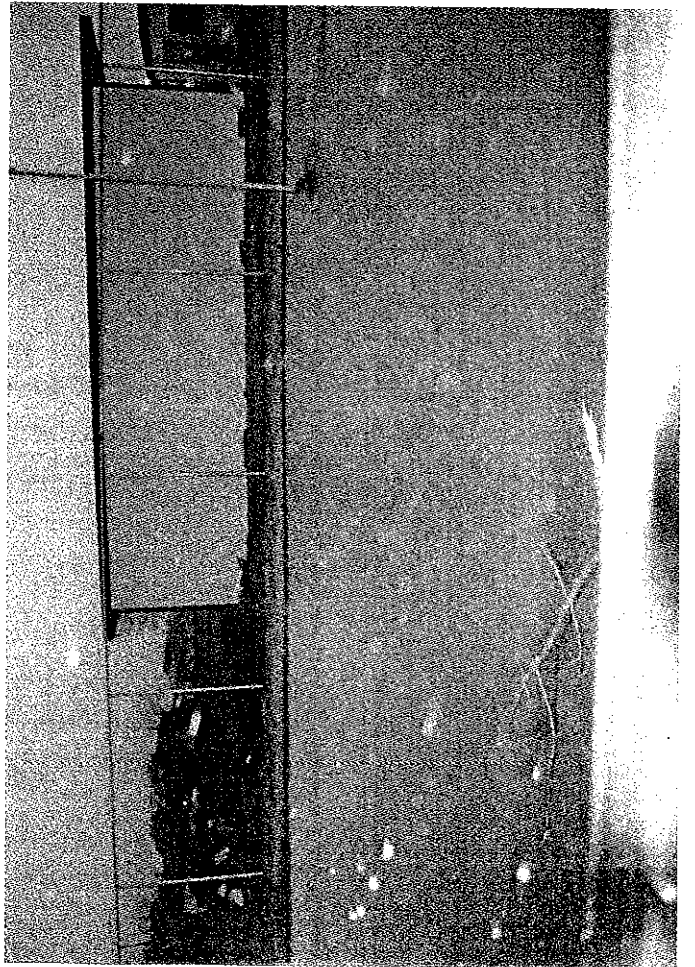
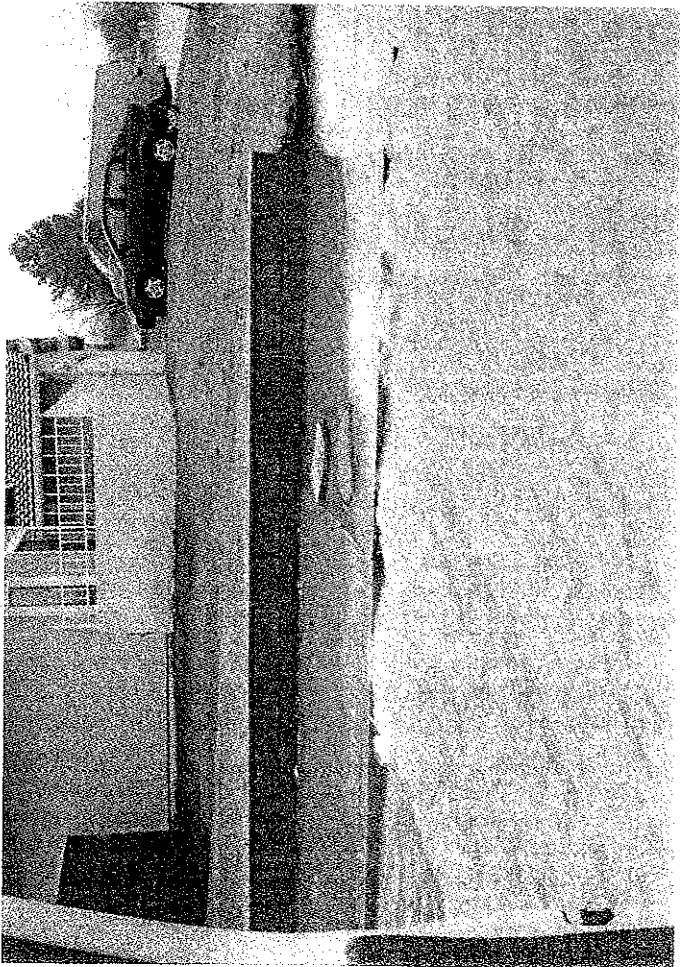
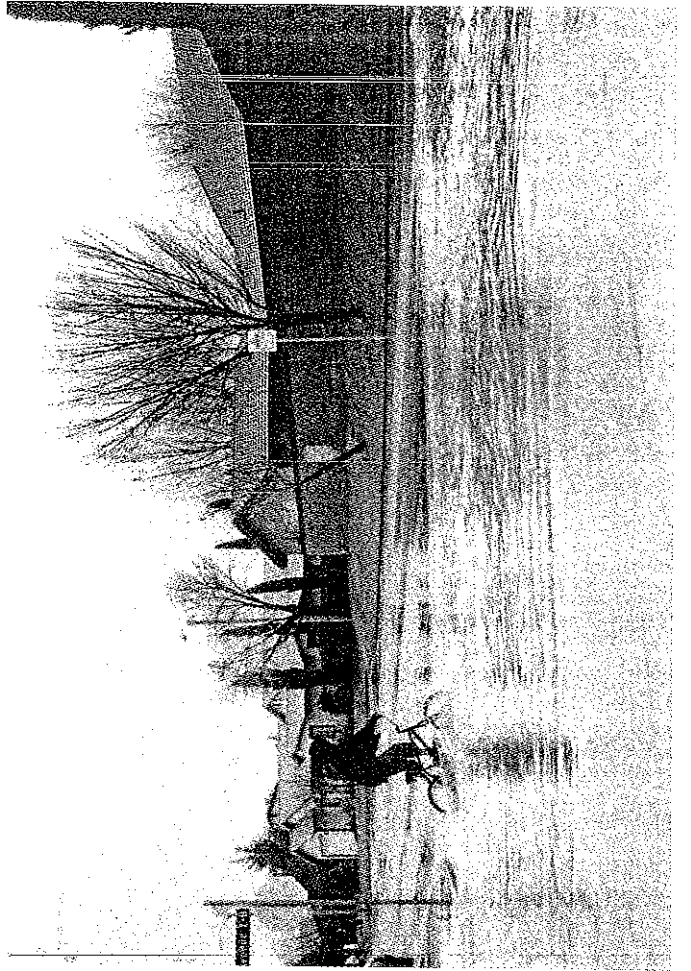
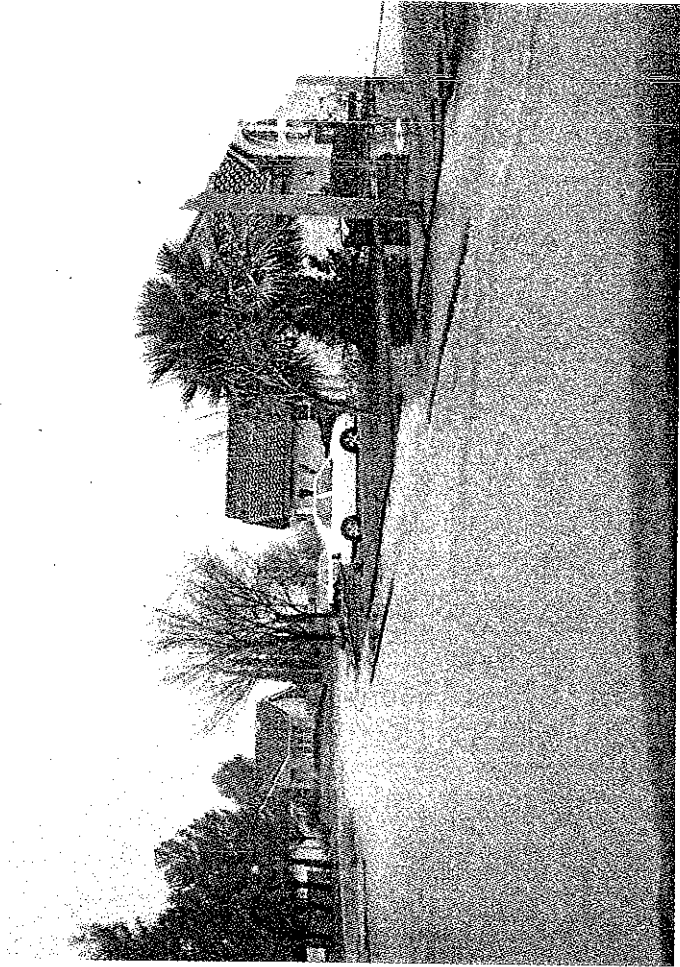


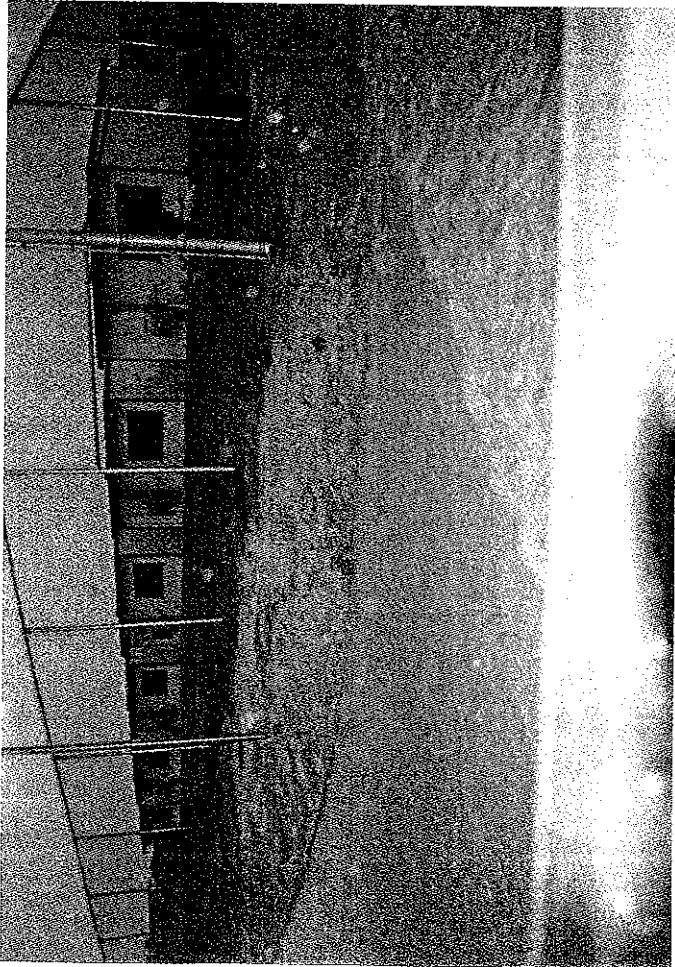
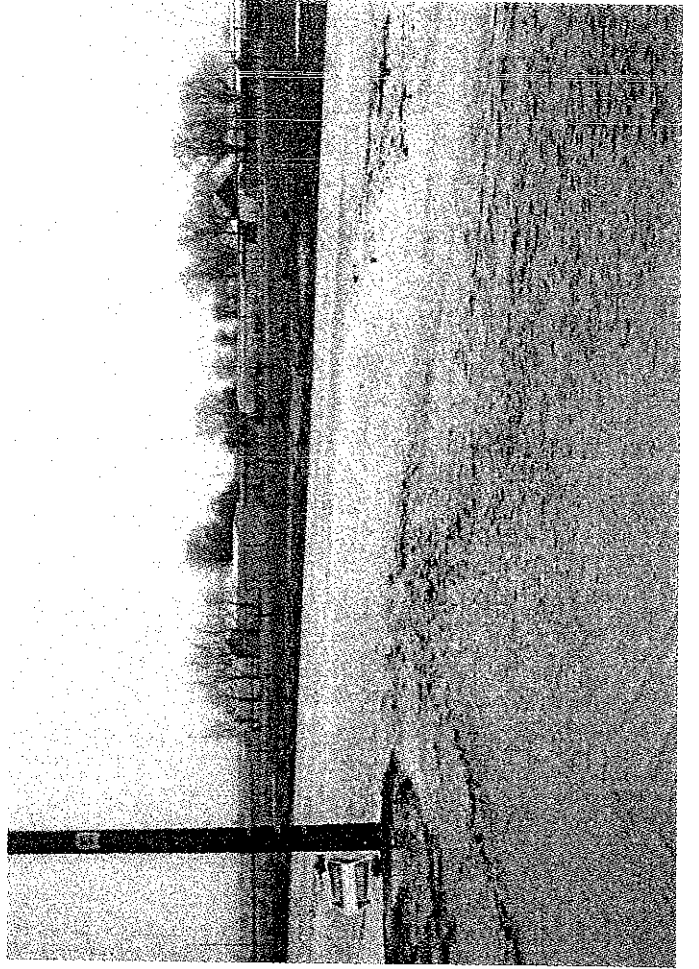
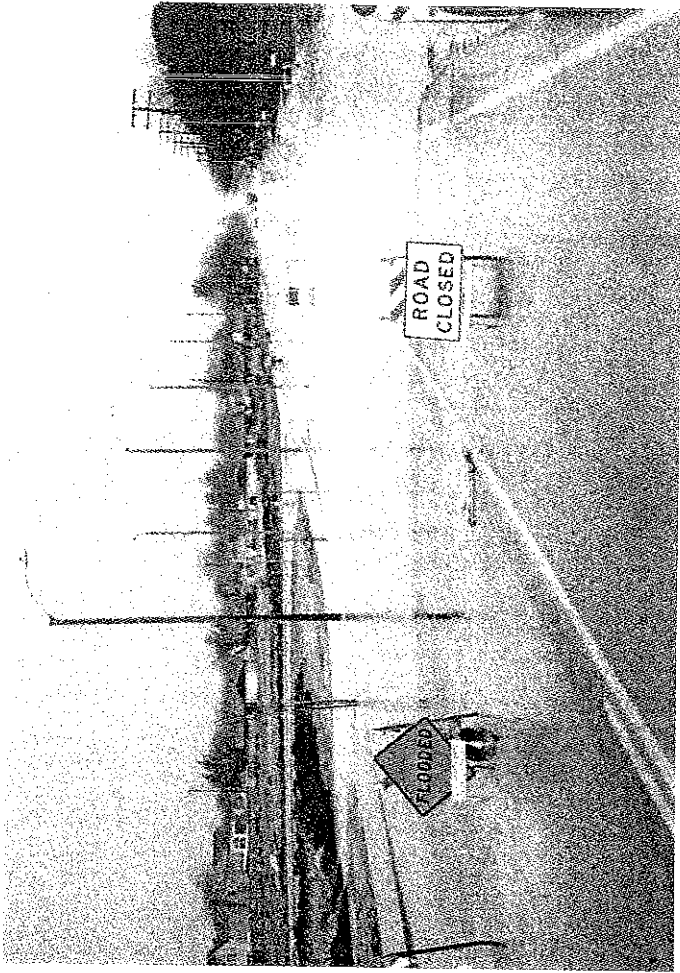
Route - to - QHHS

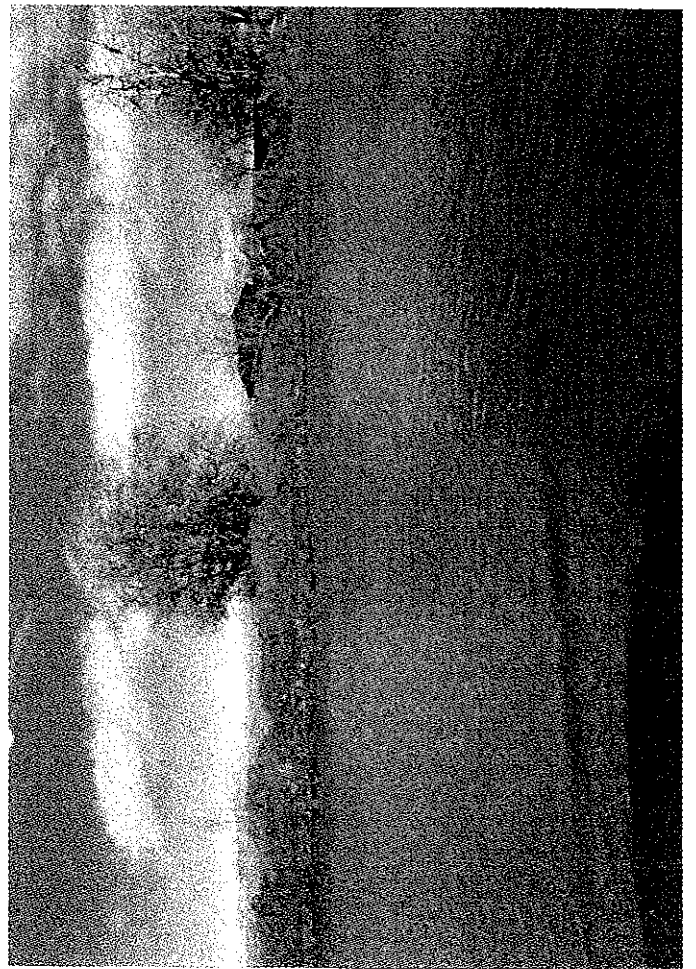














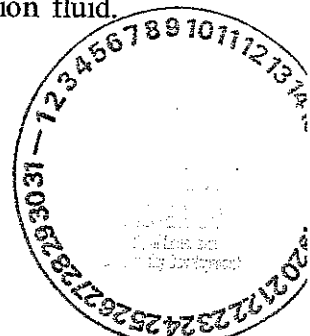
6111 Landau Place  
Quartz Hill, 93536  
July 4, 2007

Attn: Jocelyn Swain, Assistant Planner – Environmental  
Lancaster City Hall  
44933 North Fern Avenue  
Lancaster, Ca 93534

We are writing to oppose the Wal-Mart and Target developments proposed for the northwest and southwest corner of 60<sup>th</sup> Street West and Avenue L. Some of the environmental concerns we have are the seasonal flooding of the area and the contamination these complexes will have on water quality. The enclosed CD contains photographic evidence of the reoccurring flooding of the roads in the area that happens when it rains.

### **Hydrology, Flooding and Water Quality**

- All roads leading to the proposed super store complexes on the corner of Avenue L and 60<sup>th</sup> Street West experience seasonal flooding. Numerous rivers crossing Avenue L from 40<sup>th</sup> Street West to 60<sup>th</sup> Street West appear as runoffs from developed areas seek lower levels. When catch basins overflow, are purposely released to prepare for the next storm, or released just to lower levels in the basin, the water flows from 50<sup>th</sup> Street West to 60<sup>th</sup> Street West across Avenue L for weeks at a time. Every heavy rain causes the closure of Avenue K from 50<sup>th</sup> Street West to 60<sup>th</sup> Street West as a pond forms there. Runoff from developed land in the surrounding area races down 60<sup>th</sup> Street West from Avenue N to Avenue J and 60<sup>th</sup> Street also receives periodic catch basin release water. Overflowing catch basins south of Quartz Hill High School create flood waters that students have to drive through and wade through to get to school. A river of water from rain, runoff and catch basin overflow divides Quartz Hill High School campus so often they have a portable bridge they place over the river so students can safely cross to and from the east side and west side of the campus. This river of water exits Quartz Hill High School on the north side of the school and crosses Avenue L to empty into the undeveloped land – exactly the same land for the proposed Wal-Mart super complex.
- The undeveloped land on the northwest corner of Avenue L and 60<sup>th</sup> Street West soaks up much of the flood waters of the local area, covering it with concrete buildings and asphalt parking lots will force the water to flood the areas further north and more water would be carried because in addition to the rain, runoff, and catch basin overflows there will be the added rain and runoff from the super complex.
- Water flowing over the super complexes parking lots will bring with it the pollutants from vehicle drips; motor oil, engine coolant and transmission fluid. Where will this polluted water end up?



- Water flowing from the super complexes will also carry pollutants picked up from the Wal-Mart, Target and Home Depot garden centers who all store pallets of soil amendments, potting and garden soils, and fertilizer outdoors in their garden centers. Every pallet has many broken bags with the material spilling onto the concert where they mix with water and create brown rivers of contaminates emptying into untreated storm drains. Any dry spillage is blown in the wind creating air pollution. These materials mixing with the air and water contain worm castings, bat guano, poultry droppings, and steer manure. They contain gypsum, phosphate, potash, iron, nitrate nitrogen and ammoniac nitrogen. Some of the very same contaminates cited in the 2006 District 40 Region 4 Annual Water Quality Report as having been detected in local groundwater at levels above the federal Maximum Contaminant Level. Some of the very same contaminates that the state of California fined Lancaster and Palmdale 4 million dollars for their municipal wastewater agricultural irrigation applications that polluted the local groundwater with nitrogen exceeding the Maximum Contaminant Level. Citizens will be paying that fine well into the future; the payment schedule runs from December 31, 2007 to December 31, 2011.
- Some of the garden centers also store their insect and rodent poisons, foggers, and liquid weed killers outdoors where spills will likely be cleaned up by hosing them off into untreated storm drains or catch basins.
- Cleaning chemicals from the stores, restaurants and fast food will likely end up in untreated storm drains or catch basins and pollute the local groundwater.
- Paper trash, discarded food and spilled liquids can be washed or blown into untreated storm drains and catch basins polluting the local groundwater.
- All the water pollutions will eventually end up in the groundwater and affect all of the Antelope Valley since 20% of the water for District 40, Region 4, is obtained from groundwater pumping of 32 wells in the Lancaster area.
- Just 5 miles away at the intersection of Ave F and 60<sup>th</sup> Street West, Lancaster is proposing to develop a 100 acre groundwater recharge basin that could be operational as early as 2010. Chemicals dumped, spilled or hosed off on the ground surrounding these complexes will degrade the groundwater quality. It will cost money to clean up the water. Will the stores pay for the cleanup or will the burden fall on the citizens who are the ultimate payers of the contamination fine the cities are paying off each December from now until 2011?
- Another water issue is the lack of it. According to the 2006 District 40 Region 4 Annual Water Quality Report 80% of the water we receive comes from AVEK. Will the percent for this district be increased because Lancaster and Palmdale want to continue to build? I doubt it, so where will the additional water come from? From water banking like the proposed 60<sup>th</sup> Street West and Avenue F recharge basin? That's exactly where all the polluted water from these complexes will finally settle.

Michael Lass  
Cleo Don