

FINAL ENVIRONMENTAL IMPACT REPORT

APPENDICES

The Commons at Quartz Hill Appendices Volume I

Prepared for:
City of Lancaster

Prepared By:



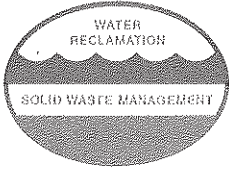
CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

June 2009

Appendices

Appendix A

Bracketed Comment Letters



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
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www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

January 15, 2009

File No: 14-00.04-00

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

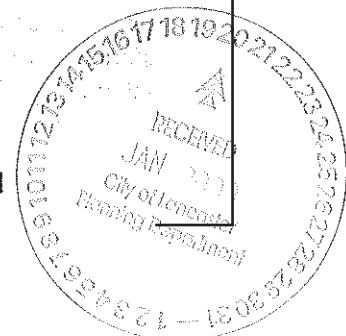
Dear Ms. Swain:

The Commons at Quartz Hill

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on January 9, 2009. We offer the following comments and updated information regarding sewerage service:

1. *Page IV.O-1, Environmental Setting, 1st paragraph:* The project area 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. The Lancaster Water Reclamation Plant (WRP) currently processes an average flow of 14.5 million gallons per day (mgd). 1-1
2. *Page IV.O-1, Environmental Setting, 2nd paragraph:* The Districts' 15-inch diameter trunk sewer in Avenue L at 52nd Street West still conveyed a peak flow at capacity when last measured in 2008. 1-2
3. *Page IV.O-2, Environmental Impacts, Project Impacts, 2nd paragraph:* The Lancaster WRP has an available capacity of 1.5 mgd. 1-3
4. *Page IV.O-2, Environmental Impacts, Project Impacts, Table IV.O-1, Proposed Project Wastewater Generation:* The Districts' average wastewater generation factor for retail is 325 gallons per day per 1,000 square feet (gpd/1,000 sf). There are several different ways to calculate the anticipated wastewater flow from the project site; however, based on Table II-1, Proposed Project Summary, on Page II-2 and the Districts' wastewater generation factors, the most accurate estimate is as follows: 1-4

Anchor Store (Bldg. 1)	195,906 sf	100 gpd/1,000 sf	19,591 gpd
Fast Food (Bldgs. 3, 5)	4,198 sf	1,000 gpd/1,000 sf	4,198
Restaurant (Bldgs. 6A, 6B)	11,095 sf	1,000 gpd/1,000 sf	11,095
Pharmacy (Bldg. 4)	14,470 sf	100 gpd/1,000 sf	1,447
Retail (Bldgs. 2, 6A, 8)	113,111 sf	325 gpd/1,000 sf	36,761
Bank (Bldg. 7)	5,500 sf	200 gpd/1,000 sf	1,100
		Total	74,192 gpd



- 5. *Page IV.O-3, Cumulative Impacts, 1st paragraph:* The Lancaster WRP currently processes an average flow of 14.5 mgd. 1-5
- 6. *Pages IV.O-4 and IV.O-5, Table IV.O-2, Cumulative Wastewater Generation:* The Districts' average wastewater generation factor for a single family home is 260 gpd, for park structures is 200 gpd/1,000 sf, for student is 20 gpd, for commercial/retail is 325 gpd/1,000 sf, and for senior housing is 156 gpd per unit. 1-6
- 7. All other information concerning Districts' facilities and sewerage service contained in the document is current. 1-7

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

Very truly yours,

Stephen R. Maguin


Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

c: D. Kitt



Board of Directors

Chairman
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City of Palmdale

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City of Lancaster

Director
Larry Levin
County of Los Angeles

Executive Director
Randy Floyd

January 27, 2009

Ms. Jocelyn Swain
City of Lancaster
Department of Community Development
44933 North Fern Avenue
Lancaster, CA 93534-2461

Re: Notice of Availability:
Lane Ranch Towne Center Project - SCH No. 2007061012
The Commons at Quartz Hill Project – SCH No. 22007061059

Dear Ms. Swain:

Thank you for the opportunity to review the referenced projects.

After reviewing the documentation it appears that the proposed projects will have a significant impact on AVTA Route 7. AVTA respectfully requests that the following mitigation measures be implemented: 2-1

1. Include bus turnouts with full bus stops and amenities for both projects. Given the anticipated trip generation, double benches and shelters should be considered as well as shopping cart collection facilities. 2-2
2. Include the cost of 20% local match for three additional transit buses. These vehicles currently cost approximately \$550,000 each. 2-3
3. Plan for the operational costs associated with three additional transit buses and of reduced headways to 30 minutes on Route 7. Current estimates for this service increase are approximately \$400,000 annually. 2-4

Should you have any questions, please feel free to contact me at (661)729-2206.

Sincerely,

Randy Floyd
Executive Director

C: file



QUARTZ HILL TOWN COUNCIL
42263 50th Street West suite 726
Quartz Hill, Ca. 93536

City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster Ca. 93534
February 17, 2009

Subject EIR's 60th Street West and Ave. "L"

Dear Lancaster Planning Commission;

This is written in regards to the two EIRs currently under review for the proposed commercial projects at the corner of Ave "L" and 60th Street West, in Lancaster. I am speaking on behalf of the Quartz Hill Town Council regarding items that do not appear to be addressed on the EIR's.

One very important item is that of the proliferation of fast food outlets directly across the roadway from Quartz Hill High School (relating to the obesity factor). The students will gravitate to these outlets at any opportunity given, off-campus breaks, after school or even ditching school. School boards throughout the Antelope valley have either removed or are in the process of removing fast food and certain sodas from school campuses. The concern is the obesity of children and young adults, and research indicates this is either directly or indirectly the cause of many other medical problems. (see attached reference material).

It is very disturbing that the various school boards, public entities like yourself and city councils tend to completely disregard this problem. The onus is on all of us as civic leaders and parents to protect and show guidance to our children. The issue of our children's health and welfare must supercede any monetary gain.

Another issue, also health related, is the affects of respiratory and asthma incidents on children as it relates to the increased and close proximity of vehicular traffic related emissions, not to exclude road debris that will be made airborne by the greatly increased traffic flow.

Students are constantly involved in outdoor activities next to this proposed, heavy vehicular traffic, and will be unnecessarily exposed to its effects.

The opinions and concern being stated by this council should not be construed that we are against the commercial outlets--IT IS THE LOCATION! Please don't put them next to our children's schools. The zoning should remain residential. Move the projects further West or North away from the school.

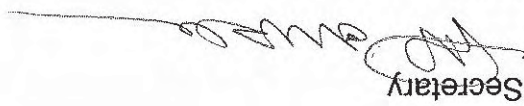
Lancaster, you annexed our school and the surrounding property, and you have assumed the safeguarding of our children. Again the onus is on you to protect our children and citizens.

3-1
3-2
3-3
3-4
3-5





(661) 943-9726


gntcouncil@gmail.com




Howard Dawson, Secretary

Pat Hartford, Vice President 

Pat Frahs, Councilmember 

Doug Burgis, President 

Randy Wolfe, Treasurer 

REFERENCE MATERIAL as provided by Donna Wolfe

The case of childhood obesity in the US is no less alarming, and according to childhood obesity facts for this country, there has been more than a doubling of obesity in preschool children as well as in adolescents aged between twelve and nineteen years of age. In the case of children aged between six and eleven years, this figure has tripled and it is believed that, at present, there are as many as nine million children aged six or above that are obese.

Other childhood obesity facts show that almost sixty percent of obese children aged between five and ten years have a minimum of one cardiovascular disease risk factor, and twenty-five percent had two or more risk cardiovascular disease risk factors. Also, childhood obesity facts point us in the direction that, for children born in the US in 2000, the lifetime risk of being diagnosed with type II diabetes is around thirty percent for boys and forty percent for girls, and this figure rises in the case of ethnic minority groups. Not a very rosy picture!

Information available through The Health Care Center at www.thehealthcenter.com.

Density of Fast Food Joints Affects Obesity Rates

Posted by Adam Kuban, January 14, 2008 at 6:30 PM

File under newflash: University of Pennsylvania researchers have found that counties with a higher concentration of fast food joints also have higher obesity rates:

"We found that there was an association between the amount of full-service restaurants (with waiters) in the county one lives in and a lower risk of obesity," said Neil Mehta of the University of Pennsylvania.

"Conversely, we found that the increase in the number and the amount of fast food restaurants was associated with an increase in obesity," he added in an interview.

Density of fast food restaurants may up obesity levels

Patricia Reaney, Reuters

NEW YORK (Reuters Life!) - If you're worried about an expanding waistline where you eat may be just as important as how much, according

to a new study.

American researchers have found evidence to support the notion that fast food restaurants could be a contributing factor to the rising levels of obesity in the United States.

In a study that looked at the availability of restaurants, rather than what people ate, they discovered that eating out can have both a positive and negative impact on obesity, depending on the type of restaurant.

"We found that there was an association between the amount of full-service restaurants (with waiters) in the county one lives in and a lower risk of obesity," said Neil Mehta of the University of Pennsylvania.

"Conversely, we found that the increase in the number and the amount of fast food restaurants was associated with an increase in obesity," he

added in an interview.
Mehta and Virginia Chang, of the University of Pennsylvania School of Medicine, used data from an annual telephone health survey and information from the 2002 U.S. Economic Census to examine the impact of the type and availability of restaurants on the weight of people who lived near them in 54 counties in the United States.

FACTBOX: Obesity is top health concern in U.S.
Thu Jan 22, 2009 6:05am IST

(Reuters) - The following are facts about obesity in the United States.

* About two-thirds of adults in the United States are considered overweight or obese.

* Obesity has increased dramatically over the past two decades.

* In 2007, only one state, Colorado, had a prevalence of obesity less than 20 percent. Thirty states had a prevalence equal to or greater than 25 percent; three of these states -- Mississippi, Alabama and Tennessee -- had a prevalence of obesity equal to or greater than 30 percent.

* An adult who has a Body Mass Index (BMI) of 25.0 to 29.9 is considered overweight. An adult with a BMI of 30 or above is considered obese. A BMI over 40 is defined as morbidly obese.

* About 9 million adult Americans are defined as morbidly obese, according to the American Obesity Association. The morbidly obese population is growing at the fastest rate.

* Obesity-related diseases include coronary heart disease, Type 2 diabetes, some cancers (endometrial, breast, and colon), hypertension, dyslipidemia, stroke, liver disease, gallbladder disease, sleep apnea, respiratory problems, osteoarthritis, and gynecological problems, including infertility.

* Obesity is associated with more than 100,000 deaths each year in the United States.

* The direct and indirect costs of being overweight or obese is \$117 billion per year, according to the a 2000 report by the Office of the U.S. Surgeon General.

(Compiled by Debra Sherman in Chicago; Editing by Eddie Evans)
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Obese Children More Prone To Asthma

ScienceDaily (Jan. 18, 2001) - Fat children are at greater risk of asthma than children of normal weight, finds a study published in

Thorax, Researchers at King's College London, investigated a representative sample of almost 10,000 children between the ages of 4 and 11 in Scotland and England, and in addition included more than 5000 children from 20 English inner city areas. The data were collected in 1993 and 1994. Asthma and wheezing were significantly associated with weight, with the heaviest children the most likely to have these symptoms.

Children Living Near Major Roads At Higher Asthma Risk

ScienceDaily (May 23, 2005) - SAN DIEGO --Children living close to a

major road are significantly more likely to have asthma than children who live farther away, according to a study presented today at the American Thoracic Society International Conference on May 23. The study found that children living within 75 meters (about 82 yards) of a major road had an almost 50 percent greater risk of having had asthma symptoms in the past year than were children who lived more than 300 meters (about 328 yards) away.

"These findings are consistent with an emerging body of evidence that local traffic around homes and schools may be causing an increase in asthma," said lead author Rob McConnell, M.D., associate professor of preventive medicine at the Keck School of Medicine of the University of Southern California. "This is a potentially important public health problem because there are many children who live near major roads." The study included more than 5,000 5- and 6-year-old children living in Southern California, who were part of the Children's Health Study. The researchers determined how far each participating child lived from a major road: a freeway, large highway or a feeder road to a highway or freeway.

"The next step will be to verify these results with actual measurements of pollution around the homes near and distant from major roads, and to see if children who live in areas with heavy traffic develop asthma as we follow them," McConnell said.

McConnell noted that California has passed a law that prohibits building any new school within 500 feet of a freeway or busy highway. "If we establish that children's asthma is linked with heavy traffic, then it's likely to be a long-term and expensive proposition to begin to design cities to separate transportation corridors from where children live, go to school, and engage in outdoor exercise," he said.

The Children's Health Study is supported by the National Institute of Environmental Health Sciences, the Environmental Protection Agency, the California Air Resources Board, the National Heart, Lung and Blood Institute, and the Hastings Foundation.

Heavy Traffic Breathing A Burden In Children

ScienceDaily (Dec. 17, 2007) - Exposure to traffic pollution may increase respiratory problems and reduce lung volumes in children with asthma, according to researchers who studied the effects of road and traffic density on children's lung function and respiratory symptoms in the border town of Ciudad Juarez in Mexico.

"Our results show that close proximity to vehicular traffic-related emissions, either at home or at school, can lead to chronic effects in the respiratory health of children with asthma," said Fernando Holguin, M.D., M.P.H., assistant professor of pulmonary medicine at Emory University School of Medicine, and lead author of the study, which appeared in the second issue for December of the American Journal of Respiratory and Critical Care Medicine.

Traffic-related pollutants are known to be associated with asthma severity, but to what extent they affect airway inflammation and lung volume in both asthmatic and nonasthmatic children was unknown. "Major

cities along the northern and southern US borders often have high levels of vehicular traffic flows, especially at the border crossing points. Vehicular traffic emissions from the high density of border crossing traffic may be negatively affecting the health of populations who live in nearby areas," said Dr. Holguin.

To investigate how specific traffic-related pollutants affected children's lung function and respiratory symptoms, the researchers recruited 200 age- and sex-matched asthmatic and non-asthmatic schoolchildren from ages six to 12. Over the course of a year, they measured road and traffic density and traffic-associated pollutants near the children's homes and schools, and evaluated each child's lung function and respiratory symptoms consecutively for four months. Asthmatic children, but not children without asthma, were affected by living in homes in areas with high road density. They had higher levels of exhaled NO₂, as well as reductions in both lung volume and airflow. Living within 50 meters of high density road areas increased the chances of respiratory symptoms in asthmatic children by more than 50 percent. "These results may have implications for asthmatic children residing in these conditions--especially among those who may not be adequately controlled with medications--for they may be more susceptible to vehicular emissions," said Dr. Holguin.

While increased traffic and road density near schools also indicated respiratory effects in both asthmatic and nonasthmatic children, the data did not attain statistical significance in this study. Nonetheless, Dr. Holguin noted, "this finding could have significant public health policy implications because a significant proportion of schools in many countries are located in close proximity to major roads." This is the first study of its kind to evaluate traffic-related emissions exposure in a large group of children with and without asthma over an entire year. The findings support and add to previous studies which have looked at the effects of traffic emissions on children, but it may have been underpowered to detect significant associations between respiratory outcomes and specific pollutants. "These results are significant because they quantitatively demonstrate that closer exposure to roads lead to chronic airway inflammation and reductions in lung function," said Dr. Holguin. "This study points the way for future research to determine what preventive measures may be taken to reduce exposure and or the health effects of vehicular emissions in susceptible children."

Traffic Exhaust Can Cause Asthma, Allergies And Impaired Respiratory Function In Children

ScienceDaily (Apr. 10, 2008) - Children exposed to high levels of air pollution during their first year of life run a greater risk of developing asthma, pollen allergies, and impaired respiratory function. However, genetic factors are also at play. These are the results of a new study conducted under the BAMSE project. The BAMSE project has monitored 4,000 children in Stockholm county from birth in order to assess whether exposure to traffic pollution during their first year of life affects the risk of developing asthma and

allergies. Levels of traffic exhaust were measured at the site of the home. The results show that the children who were exposed to high concentrations of pollutants ran a 60 per cent higher risk of suffering of persistent asthma symptoms. Respiratory function was also adversely affected, and the children were much more likely to be allergic to airborne allergens, particularly pollen.

Conclusions

1. Children who grow up in Stockholm are at greater risk of developing asthma, respiratory problems and pollen allergies if they live in areas where there are high concentrations of traffic pollution.

The BAMSE project is run by the Stockholm County Council's unit for Occupational and Environmental Medicine and the Institute of Environmental Medicine at Karolinska Institutet.

QUARTZ HILL TOWN COUNCIL

42263 50th Street West Suite 726

Quartz Hill, Ca. 93536

(661)943-9726



Quartz Hill Town Council's position on the proposed commercial projects at the corner of 60th Street West and Ave. "L" in the city of Lancaster. The items listed below indicate some of the reasons that the council is unable to support the proposed developments.

4-1

1. The major increase of traffic on Ave "L" namely East from 55th Street West to 40th Street West in the un-incorporated area known as Quartz Hill. The roadway goes from 2 lanes to 1 lane thus a major bottleneck. A major issue is that of the section on Ave "L" between 42th Street west 40th street west Eastbound. This is a single Eastbound lane with raised divider on the North and several apartment units on the South making it difficult for roadway expansion. Who does the improvement ? It should not be the taxpayers from the un-incorporated L.A. County.

4-2

2. It will have a major impact on the traffic flow from the Joe Walker Middle School on Ave. L-8 and 56th Street West, combined with the already very excessive traffic around Quartz Hill High School on the Southwest corner of Ave. "L" and 60th Street West. To include the daily traffic on Ave. "L" between 60th West and 40th. Street west.

4-3

3. The flood problem on Ave. "L" , between 52nd St. West. 50th St. West becomes impassable during the rainy season, and for several days following the rain the major retention basin at 45th. Street West and Quartz Hill Road is being drained onto our roadways, along with other retention basins. How does this get improved?

4-4

4. The report states that if the projects results in the need for extension of roads, and the developer is responsible for the improvements does that mean the developer pays on their own or does the property owner have to pay by whatever means? Does that mean the widening of Ave. L between 55th and 40th Street West?

4-5

5. The project known as Commons of Quartz Hill is projected to use 56,785 gallons of water per. day. The Lane project uses 43,000 gallons per. day, the development at Ave. K and 60th Street West will use a similar amount. Where does this high demand for water come from? We already have some housing tracks that cannot deliver the needed water.

4-6

6. The EIR states that development will cause an increase in crime in the area, The report does not address the effects of crime on the high school students, such as sex crimes, gang activities, the students themselves, shop-lifting, loitering, skipping school, etc. The issue of our childrens well being and safety must supercede any monetary gain.

4-7

7. The proliferation of fast food outlets directly across the roadway from Quartz Hill High school (relating to obesity). The students will gravitate to these outlets at any given opportunity, off-campus breaks, after school or even ditching school. School Boards throughout the Antelope Valley have either removed or are in the process of removing fast food and certain soda drinks on school campus. The concern is obesity of children and young adults, and research indicates this is either directly or indirectly the cause of many other medical problems.

4-8

8. Another issue, also health related, is the affects of respiratory and asthma incidents on children as it relates to the increased and close proximity of vehicular traffic, related emissions, not to exclude road debris that will be made airborne by the greatly increased traffic flow. Students are constantly involved in outdoor activities next to this proposed, heavy vehicular traffic and will be unnecessarily exposed to its effects.

4-9

The opinions and concerns being stated by this council should not be construed that we are against the involved commercial outlets. IT IS THE LOCATION.

4-10

These issue's could be resolved by not changing the zoning from residential to commercial. Don't put them next to our schools, move them further West or North.

On this date of February 17,2009 By vote of the Quartz Hill Town Council
We the undersigned are unable to support the proposed commercial projects at, 60th Street West and West Ave. "L" in Lancaster,for the above stated reasons.

Doug Burgis  _____ Pat Hartford _____

Howard Dawson _____ Randy Wolfe _____

Pat Frans _____

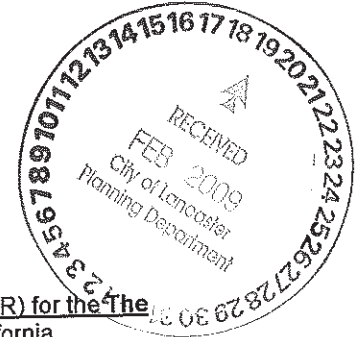
NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



February 17, 2009

Ms. Jocelyn Swain, City Planner
CITY OF LANCASTER
44933 Fern Avenue
Lancaster, CA 93536



Re: SCH#2007061059; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the The Commons at Quartz Hill Project; located in the City of Lancaster; Los Angeles County, California

Dear Ms. Swain:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

5-1

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov. The record search will determine:

5-2

- If a part or the entire APE has been previously surveyed for cultural resources.
If any known cultural resources have already been recorded in 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 measurers 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.

5-3

√ The Native American Heritage Commission (NAHC) performed:
* A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified within one-half mile of the 'area of potential effect' (APE).. However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list and the there are Native American cultural resources in close proximity..

5-4

- The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.
√ 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.
Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

5-5



- 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 or unmarked cemeteries in their mitigation plans.

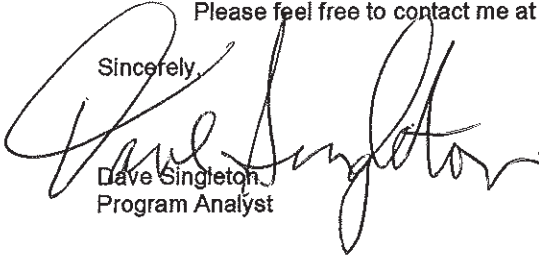
* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. .

Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
√ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

5-5

5-6

5-7

5-8

Native American Contacts
Los Angeles County
February 17, 2009

Charles Cooke
32835 Santiago Road
Acton , CA 93510

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

San Fernando Band of Mission Indians
John Valenzuela, Chairperson

P.O. Box 221838
Newhall , CA 91322
tsen2u@live.com

(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362

805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Fernandeño

Randy Guzman - Folkes
4577 Alamo Street, Unit C
Simi Valley , CA 93063
ndnrandy@hotmail.com

(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Fernandeno Tataviam Band of Mission Indians

William Gonzales, Cultural/Environ Depart

601 South Brand Boulevard, Suite 102
San Fernando , CA 91340

Fernandeno
Tataviam

ced@tataviam.org
(818) 837-0794 Office
(818) 581-9293 Cell
(818) 837-0796 Fax

Kitanemuk & Yowlumne Tejon Indians

Delia Dominguez

981 N. Virginia
Covina , CA 91722

Yowlumne
Kitanemuk

(626) 339-6785

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; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Commons at Quartz Hill Project; located in the City of Lancaster; Los Angeles County, California.

ANTELOPE VALLEY JOINT UNION HIGH SCHOOL DISTRICT

44811 N. SIERRA HIGHWAY, LANCASTER, CALIFORNIA 93534-3226
(661) 948-7655

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STUDENT SERVICES

February 19, 2009

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

Reference: Commons at Quartz Hill
 EIR Response



Dear Ms. Swain:

The Antelope Valley Joint Union High School District has reviewed the Draft Environmental Impact Report and appendices for the Commons at Quartz Hill project and has the following comments.

Although not identified in the EIR, it is our understanding the City will require the Developer to relocate the Quartz Hill High School parking lot driveway off of Avenue L in order to align with the development's driveway off of Avenue L. We also understand this will require the Quartz Hill parking lot to be reconfigured to accommodate the driveway realignment.

6-1

Any of the above mentioned onsite improvements or any other onsite impacts need to be funded and provided by the developer and not the Antelope Valley Joint Union High School District. Construction time frame of these improvements needs to be scheduled to minimize the impact to the high school operations, such as during summer non-student days or summer school. The District needs to approve the proposed reconfiguration and be assured no loss of parking to the school. Construction traffic needs to be scheduled around the arrival and release times of students.

6-2


The District also needs to be assured traffic conditions offsite and onsite will be improved, not worsened by the development. The District would also expect the development to improve drainage at the intersection of Avenue L and 60th Street West. The City needs to consider students walking to and from school from exiting homes and any future development. A safe route for these students needs to be provided.

6-3

If large retail stores are planned, the District is concerned about the possible increase in truancy due to the type of tenant. The District would expect the development to assist the District in mitigating this issue. The cost to provide additional needed security to mitigate this issue is an impact to the District. Currently, and in the past, students have parked on the street across from the school. This is due to inadequate parking on campus. The District is concerned students may elect to park within the development's parking lot. Additional parking on campus would mitigate this issue.

6-4

Sincerely,



Mat Havens
Director of Facility Acquisition and Development



Department of Toxic Substances Control



Linda S. Adams
Secretary for
Environmental Protection

Maureen F. Gorsen, Director
9211 Oakdale Avenue
Chatsworth, California 91311



Arnold Schwarzenegger
Governor

February 19, 2009

Ms. Jocelyn Swain (jswain@cityoflancaSterca.org)
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534



DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE COMMONS AT QUARTZ HILL, LANCASTER, LOS ANGELES COUNTY, CALIFORNIA (SCH 2007061059)

Dear Ms. Swain:

The Department of Toxic Substances Control (DTSC) has reviewed the Draft Environmental Impact Report (DEIR) dated January 9, 2009, for the subject project. The due date to submit comments is February 23, 2009. Based on a review of the DEIR, DTSC would like to provide the following comments:

1. The project the project consists of the zone change and development of an approximately 40-acre site.
2. From 1952 to 2002, the site was utilized for the planting of row crops. Since the site has previously been used for agricultural purposes, pesticides (e.g., DDT, DDE, toxaphene) and fertilizers (usually containing heavy metals) commonly used as part of agricultural operations are likely to be present. These agricultural chemicals are persistent and bio-accumulative toxic substances. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with the "Interim Guidance for Sampling Agricultural Soils (Third Revision), dated August 2008." This Guidance should be followed to sample agricultural properties where development is anticipated.
3. Since demolition of old structures has occurred on site, lead based paint and organochlorine pesticides from termiticide applications may be potential environmental concerns at the site. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's "Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead From Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."

7-1

7-2

7-3

Ms. Jocelyn Swain
February 19, 2009
Page 2

If you would like to discuss this matter further, please contact me at (818) 717-6617.

Sincerely,



Ken Chiang
Senior Hazardous Substances Scientist
Brownfields and Environmental Restoration

cc: State Clearinghouse (State.clearinghouse@opr.ca.gov)
Office of Planning and Research

Mr. Guenther W. Moskat (Gmoskat@dtsc.ca.gov)
CEQA Tracking Center – Sacramento HQ

School Reading File – Chatsworth (cwherry@dtsc.ca.gov)

CEQA Reading File – Chatsworth

Antelope Valley Mosquito & Vector Control District

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



February 23, 2009

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

Re: Draft EIR (SCH No. 22007061059) for "The Commons at Quartz Hill Project"

Dear Ms. Swain:

Thank you for giving us the opportunity to review the Draft EIR (SCH # 22007061059) for the "The Commons at Quartz Hill Project" at 60th Street West and Avenue L. The Antelope Valley Mosquito & Vector Control District is a special district charged with protecting public health within most of the City limits of Lancaster and Palmdale. Our main objective is to keep mosquito populations at a minimum. We take this responsibility very seriously. As such, we have reviewed the DEIR for the above named project and ask consideration of the following points:

As we have noted in our comments for the NOP for this project, we are particularly concerned about mosquito production in storm drainage facilities such as ditches, retention/detention basins and other Best Management Practices (BMPs) that would be built to treat stormwater and other urban runoff. Although we are aware that these BMPs are specified by the U.S. Environmental Protection Agency (EPA) under the Clean Water Act (CWA) to comply with National Pollution Discharge Elimination System (NPDES) permit requirements, they generate different challenges when it comes to mosquito reproduction (see references below).

Underground storm drain facilities often have debris and sediment deposits along the way. That will create small isolated puddles of water within the pipe that can serve as mosquito habitat. Furthermore, underground drains and vault spaces provide safe harborage for adult resting and over-wintering mosquitoes. Numerous studies conducted by the California Department of Public Health, California Department of Transportation (Caltrans) and several Vector Control Districts showed that adult female mosquitoes will fly through openings as small as 1/16th of an inch and over a distance of more than 100 ft to access water to lay eggs.

8-1

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Cei D. Kratz

Office Location

42624 6th Street East
Lancaster, CA 93555

E-mail: mosquito@avmosquito.org
Website: www.avmosquito.org

I would like to stress again that the BMPs are notorious for breeding tremendous numbers of mosquitoes (see references below). All BMP structures should be easily and safely accessible to allow AVMVCD technicians to effectively monitor and if necessary, abate mosquitoes.

8-2

I would also like to emphasize that creating mosquito breeding sites constitutes a public health nuisance under the California Health and Safety Code §2060 and may result in potential fines of up to \$1000 per day plus the cost of abatement until corrected.

8-3

It is therefore crucial that the applicant and the project owner and the City of Lancaster include a long-term plan for these drainage systems to be properly maintained. Customary annual or even bi-annual pumping of vault-type units is wholly inadequate to prevent mosquito reproduction. Ongoing research is looking into the possibility of mosquito exclusion in underground BMPs with manhole cover inserts.

8-4

We ask that you keep mosquito production and public health in mind when constructing flood control facilities that will be able to hold water for any amount of time. In the summer months mosquito reproduction is very rapid, and as we have seen here last year, can have fatal consequences for local residents.

8-5

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

Sincerely,



Karen S. Mellor

Entomologist / Operations Supervisor

Antelope Valley Mosquito & Vector Control District

- References:
- 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
 - The Dark Side of Stormwater Runoff Management: Disease Vectors Associated with Structural BMPs
http://www.forester.net/sw_0203_dark.html



Los Angeles County
Department of Regional Planning

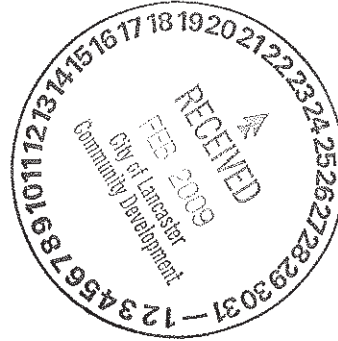
Planning for the Challenges Ahead



Jon Sanabria
Acting Director of Planning

February 19, 2009

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



Dear Ms. Swain:

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE THE COMMONS AT QUARTZ HILL PROJECT

Los Angeles County ("County") appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed commercial development ("Project") located at the northwest corner of the intersection of 60th Street West and Avenue L in the City of Lancaster ("City"). Development of this project includes approximately 344,550 square feet of commercial retail facilities with two anchor tenants, one of which will be a Wal-Mart Supercenter.

9-1

The County has jurisdiction over the unincorporated Los Angeles County immediately adjacent to the Project Site and provides the following comments on the DEIR.

Project Description

- The map scale of the land use map (Figure III-1) does not allow the readers to identify the land uses of the project site and its surrounding area. The project site also needs to be properly labelled on this map.

9-2

Climate Change/Global Warming

- On page IV.D-34 in discussing the Project's consistency with Building Energy Efficiency Standards, the DEIR should clarify whether such standards and requirements are adopted as part of the City's Title 24.

9-3

- On page IV .D-35 in discussing the Project's consistency with the Alternative Fuels strategy, the DEIR should also focus on whether the proposed parking lots will have facilities that can recharge electric vehicles and refuel other alternative energy vehicles such as those utilizing compressed natural gas. 9-4
- On page IV.D-36 in discussing the Project's consistency with the Green Building Initiative, the DEIR indicates that the Project will comply with Title 24 of the City municipal code. However, there is no indication whether the City's Title 24 contains sufficient provisions to ensure that the Project will achieve the 20% energy use reduction goal. 9-5
- On page IV.D-36 in discussing the Project's consistency with the California Solar Initiative, the DEIR concludes that the Project is consistent with such initiative based on the assumption that solar roofs could be installed in the future. Such assumption is speculative and should not be used as a base to reach the consistency conclusion. 9-6
- All measures to be implemented by Wal-Mart as listed on pages IV.D-37 to 38 should be included as mitigation measures under respective factors if the retailer Target is committed to their implementation. Also, many of these measures could be used to clarify Mitigation Measure D-15. 9-7

Land Use and Planning

- The County does not agree with the assessment provided on Page IV.J-6 that "...inconsistency is not an impact under CEQA-plan inconsistencies in and of themselves are not significant impacts on the environment under CEQA..."

CEQA requires a project to analyze its land use consistency. Amendment to General Plan or zone change itself does not make a project consistent unless the approval of such request is substantiated by factual findings. Furthermore, the Project site is immediately adjacent to the unincorporated land of residential uses. The zone change proposal from residential (R-7,000 and R-10,000) to commercial constitutes is significant and needs to be carefully evaluated. Thus, the County requests that the DEIR provides the City's independent assessment of general plan amendment and zone change requests in the analysis of Objective 18.1 on page IV.J-13. 9-8

Noise

- On page IV.K-19, the DEIR states that the noise levels generated by loading dock activities would not exceed the maximum noise level allowed for single 9-9



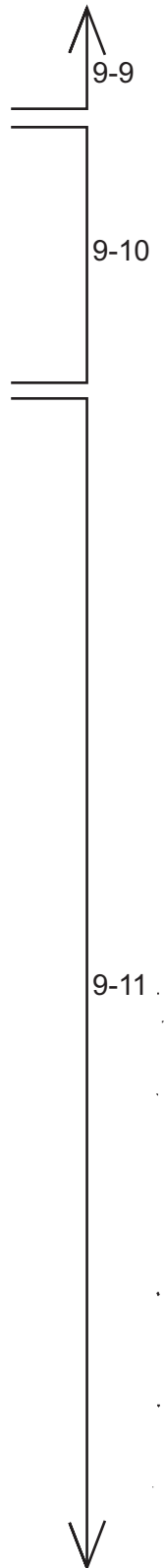
events at the single-family events and therefore the noise impact is less than significant. The County disagrees.

According to the site plan, the anchor stores' truck loading areas are placed immediately east of a proposed residential neighborhood (Figure II-3 Site Plan seems to depict single family lots). Delivery trucks and trash collectors generally arrive early in the morning or late night when the background noise level is low. The DEIR should include additional mitigation measures either by restricting delivery hours or to constructing sufficient sound barrier walls sheltering the residents to the west.

- Wal-Mart is also known to have a policy of encouraging overnight parking for trailers and recreational vehicles in its parking lots. The DEIR needs to analyze noise impacts associated with this practice and propose additional mitigation measure(s) to ensure such practice will be compatible with the quiet life in the immediate residential neighborhood.

Biological Resources

- Baseline information
The project site is a vacant fenced parcel located at the northwest corner of 60th Street West and Avenue L. The site is bounded by vacant parcels to the west, by Quartz Hill High School to the south, by a residential development to the east, and by undeveloped land followed by a residential development to the north. Topography of the project site is generally flat with a slight down slope toward the northeast. The project site is predominantly vegetated with ruderal grassland plant species. There are patches of Rabbitbrush scrub in the eastern portion of the site and scattered willows and Fremont Cottonwoods along the western boundary. The willows and cottonwoods are part of a braided stream system that runs along the western boundary of the project site. Three (3) hydrological features were observed during the surveys. (1) A constructed drainage or low area lies along the south side of the project adjacent to Avenue L. It connects to the braided wash, which drains north at the west side of the project parcel. This drainage has piles of dirt, presumably from road work, that impede water flow from time to time. A culvert presumably drains what used to be part of the braided wash on the High School grounds to the project side of the road. (2) An onsite constructed drainage (1-2 ft. deep) crosses through the southwestern portion of the project site and leads to the braided wash on the west side of the parcel. (3) On the west side of the project is a braided streambed or wash, which has been impacted by grading. It has invasive grasses for its bed, but still supports a thicket of native willows of several species and Fremont Cottonwoods. There are also some invasive Black Locust Trees in the wash. This wash is clearly visible in the Aerial Photograph of the project site, Figure II-2. Remnants on the High School

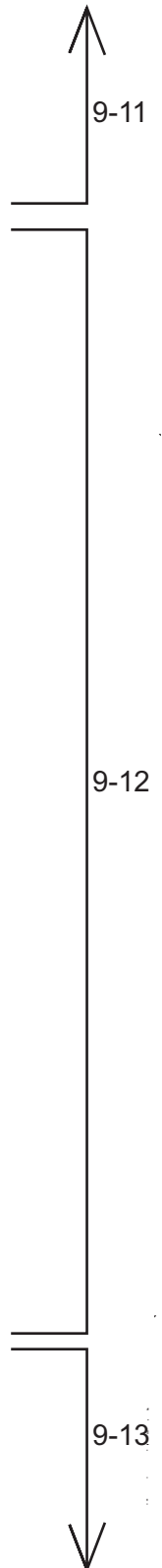


grounds show as dark green linear features across the road and opposite the west side of the project site. It is even still visible as a darker green area south of the school tennis courts. Along the west side of the project site, it is the darker green area that continues north and spreads out into a darker green area of the agricultural field at the top of the figure.

- **Biological impacts**

The County Biologist's visit was on a cold, windy winter day, which is not a good condition for wildlife observations, so no reptiles were observed. Based on the initial survey of the project site there is the occurrence possibility of three sensitive reptile species and seven sensitive bird species. Swainson's Hawk is considered to have a moderate potential to occur on-site. The proposed project may result in significant impacts to nesting Swainson's Hawks, if they are present on or adjacent to the site, through direct nest removal while occupied by eggs or young, or through noise or vibration due to project construction. Construction activity may cause nest abandonment and subsequent death of the eggs or young. Therefore, a potentially significant impact could occur to Swainson's Hawk with project implementation. The development of the project site would remove approximately 40 acres of potential raptor foraging habitat, including potential foraging habitat for Swainson's Hawk. Nesting birds and raptors are protected under the state Fish and Game code and/or the federal Migratory Bird Treaty Act. Construction activities including vegetation removal, noise and vibration have a potential to result in direct (i.e. death or physical harm) and indirect (i.e. nest abandonment) adverse impacts to nesting birds; these impacts would be considered significant. Red-tailed Hawks were observed in the near vicinity at Lane Ranch across the intersection of Avenue 60th and L, and a dead Barn Owl (probably roadkill) was found in the drainage area along the south side of the project site. These raptors may use the project site for foraging. Beechey's Ground Squirrel, a potential prey animal, was observed on the project site. Implementation of the project will reduce foraging habitat for these raptors. Although focused surveys for burrowing owls were negative, the project site contains several potentially suitable burrows, which although currently unoccupied, could be colonized by burrowing owls in the region prior to site construction. The removal of occupied burrowing owl burrows during vegetation removal and grading associated with site development would be considered a significant impact.

Several Fremont Cottonwoods and willow trees of several species are present on the project site and in the adjacent wash. Numerous birds were observed by the County Biologist in the thicket and flying over the project site in the southwest area, including Chipping Sparrows, Mourning Doves, White-crowned Sparrows, Say's Phoebes, Ravens. The trees onsite are part of the riparian vegetation of the braided wash that borders the project's



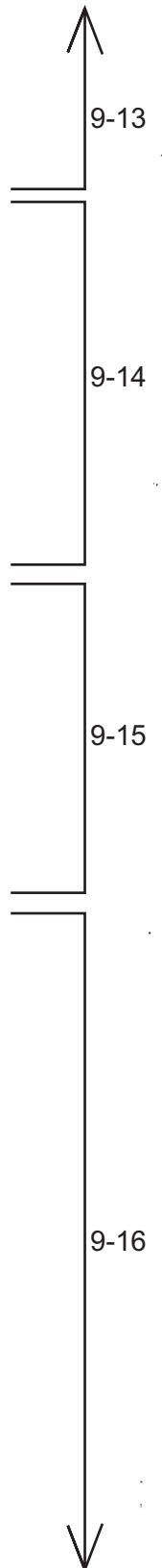
west side. In addition, the project site is adjacent to extensive open areas on the west and towards the northwest which could be a potential wildlife corridor. The site lacks connectivity to nearby natural habitat on the north, east, and south due to suburban development.

Given the broad range of the bird species with potential to forage on-site, and the availability of large areas of foraging habitat in the region, particularly to the northwest, impacts to bird foraging habitat from the proposed project may be significant. We believe that completely removing the trees from the project site will negatively impact connectivity, roosting habitat, and nesting habitat of birds. Lack of trees will also influence abundance of migratory birds that may winter in the area. Availability of suitable nesting trees and other nesting habitat may be limited and/or spotty in the Antelope Valley. Removal or fill of the braided wash remnants on the project site will also further degrade this riparian area.

- Mitigation Measures

- (1) Conduct vegetation removal associated with construction between September 1st and November 30th when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally in this same period) and keep vegetation disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys and procedure thereafter shall be repeated.

- (2) Conduct pre-construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct weekly pre-construction bird surveys no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nest shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum exclusion buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting



birds shall be submitted to the City's planner in charge of mitigation monitoring, depending on which jurisdiction has the construction activity. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests occur, pre-construction and during construction lapses.

- (3) In order to avoid adverse impacts to burrowing owl, a pre-construction survey for burrowing owls shall be performed on the project site within 30 days prior to ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols by a qualified biologist. The results of the survey shall be reported to CDFG and the City of Lancaster prior to ground disturbance. If any burrowing owls are found on-site during the pre-construction surveys, passive relocation of the owls shall be completed outside of the nesting season according to California Burrowing Owl Consortium guidelines; a report shall be prepared by a qualified biologist following any passive relocation efforts documenting the methods and results of the relocation activities. All ground disturbances associated with site development and construction shall be postponed until passive relocation efforts have been completed and the associated report has been submitted to CDFG and the City of Lancaster.

- (4) The cottonwoods and willows provide suitable nesting habitat for migratory birds and generalist birds, which are protected under the federal Migratory Bird Treaty Act and the State Fish and Game Code (Sections 3503, 3503.5, and 3512). Construction activities including vegetation removal, noise and vibration have a potential to result in direct (i.e. death or physical harm) and indirect (i.e. nest abandonment) adverse impacts to nesting birds; these impacts would be considered significant. To mitigate the significant impact, the remaining living non-invasive trees on site should be preserved, possibly in planter islands within parking areas. If more trees could be planted in such planter islands, the plantings should be local native plants, particularly California Junipers, native Willows, and/or Joshua Trees. Parking areas and other hardscape should all drain to the planters and/or the adjacent western riparian area. The riparian area could be improved into a natural park area by removal of invasive Black Locust trees and grasses, and replanting with natives. For the grass cover, replacement with native desert bunch grasses would be best. Careful planting with soil amendments known to improve viability such as appropriate mycorrhizae should be done for both the planters and the riparian area. There is a drought-tolerant (but not native) Arizona Cypress in the southwest area of the project site that could be saved in a planter area.

9-16

9-17

9-18

- (5) Mitigation for Non-listed Special Status Species subject to CEQA review (Joshua tree Woodland): in the event that tree habitat cannot be preserved, in order to mitigate for unavoidable impacts to special status species below a level of significance under CEQA, it is recommended that there be acquisition and/or preservation of suitable occupied habitat of equal or superior quality with the establishment of a non-wasting endowment for the long-term management of these habitat management lands. The land should be deeded to a local Land Conservancy for management and protection in perpetuity under a conservation easement to prohibit incompatible uses on the site. Mitigation should take place within the local area where impacts have occurred to conserve the biological diversity within the area. Digging up Joshua trees and transplanting into other areas should not be considered appropriate mitigation of loss of Joshua tree woodland vegetative communities as these methods are experimental and there are no assurances of their success.

9-19

Various County departments including Parks and Recreation, Public Works, and Sheriff also reviewed the DEIR. Their comments are incorporated here by reference and attached for your consideration.

9-20

If you have any questions about this letter, please contact me at (213) 974-6559 or hchen@planning.lacounty.gov, Monday through Thursday from 7:30 a.m. to 6:00 p.m.

Sincerely yours,

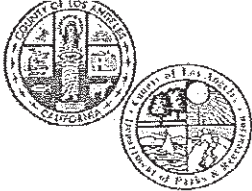
DEPARTMENT OF REGIONAL PLANNING
Jon Sanabria
Acting Director of Planning



Hsiao-ching Chen, PhD, AICP
Supervising Regional Planner

JS:hc

C: Paul Novak, Deputy, Supervisor Antonovich
Norm Hickling, Deputy, Supervisor Antonovich
Chief Executive Office, Office of Unincorporated Area Services
Department of Parks and Recreation
Department of Public Works
Sheriff Department



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

February 12, 2009

TO: Hsiao-Ching Chen, AICP
Supervising Regional Planner
Department of Regional Planning

FROM: Joan Rupert, Section Head
Environmental Section 

SUBJECT: **THE COMMONS AT QUARTZ HILL
DRAFT ENVIRONMENTAL IMPACT REPORT**

The DEIR for The Commons at Quartz Hills has been reviewed for potential impacts on the facilities under the jurisdiction of this Department. We have determined that the proposed project may impact George Lane County Park located at 5520 West Avenue L-8, Quartz Hill, CA 93536.

10-1

It is not anticipated that the proposed project would increase usage of George Lane Park because the project does not include the development of new residential units. However, traffic in the area is a concern because the proposed project is located less than a mile from the park. According to the DEIR, the project along with other proposed developments in the area will further degrade traffic conditions at many of the intersections. Specifically, increased truck and other traffic related to the development and operations of the proposed project could reduce the quality of road infrastructure and the levels of service of 60th Street West, West Avenue L, and adjacent streets which provide vehicular access to the park.


10-2

If you have any questions or need clarification, please feel free to contact me at (213) 351-5126 or jrupert@parks.lacounty.gov.

c: Norma E. Garcia, Kathleen Ritner, Larry Hensley, Clement Lau
(Parks and Recreation)

February 12, 2009

TO: Hsiao-ching Chen, PhD, AICP
Unincorporated Area Services Liaison
Department of Regional Planning

FROM:  Steve Burger
Land Development Division
Department of Public Works

**NOTICE OF AVAILABILITY/ DRAFT ENVIRONMENTAL IMPACT REPORT
THE COMMONS AT QUARTZ HILL PROJECT (WAL-MART)
CITY OF LANCASTER**

As requested, we have reviewed the Draft Environmental Impact Report (DEIR) for the proposed commercial center that includes a Wal-Mart Supercenter. The project is located at the northwest corners of the intersection of 60th Street West and Avenue L. The project also includes a general plan amendment and zone change to redesignate the project site from urban residential to commercial and rezone the project site from R-7,000 and R-10,000 to commercial planned development.

11-1

The following comments are for your consideration in responding to the City of Lancaster:

Hydrology/Water Quality

1. Page II-6, Figure II-3:

11-2

- a) Discuss how project will accommodate drainage tributary to the site from upstream unincorporated County areas and Quartz Hill High School.
- b) Discuss whether proposed project and street improvements will obstruct drainage tributary to the site from upstream unincorporated County areas and Quartz Hill High School and propose mitigation, as applicable.

11-3

2. Page IV.I-2, Surface Water Hydrology: The DEIR indicates that existing runoff from the site drains toward the northeasterly corner of the site which is contrary to direction of flow based on topography shown on USGS Quad map. This information should be verified and updated if applicable. 11-4
3. Page IV.I-5, Operation: The DEIR indicates that runoff from the project site would have the potential to create erosion off-site that would cause water quality impacts elsewhere and that on-site Best Management Practice would prevent potential impacts. Best Management Practices are used for water quality not impacts/alternation of drainage. Discuss whether potential impacts will affect unincorporated County areas and propose mitigation measures, as applicable. 11-5
4. Page IV.I-6, Drainage: The DEIR indicates that the proposed storm drain on Avenue L will serve the project site and the storm drain terminus will outlet through an energy dissipater structure or a "proposed" storm drain. 11-6
 1. Discuss whether concentrated flows will impact unincorporated County areas and propose mitigation measures, as applicable.
 2. Clarify whether the "proposed" storm drain is a future storm drain, and if the energy dissipater is the alternative in the event the "proposed" storm drain has not been constructed.
5. Page IV.I-7, Cumulative Impacts: The DEIR indicates that the proposed project would increase the stormwater volume and rate in the area. Clarify whether mitigation measure I-5 only provides detention to mitigate the runoff rate only or whether the stormwater volume is mitigated as well, and if there are any impacts to unincorporated County areas. 11-7

For questions regarding Hydrology/Water Quality comments above, please contact Lizbeth Cordova at (626) 458-4921.

Traffic/Access

The Traffic Section of the DEIR is incomplete and should be revised to address the comments below. All corresponding assumptions, calculations, figures, tables, and mitigation measures in the Traffic Impact Analysis (TIA) should be adjusted accordingly and reflected in the DEIR. Based on these revisions, additional comments may be forthcoming after subsequent review. 11-8

1. We expect the following intersections and roadway segment may be significantly impacted by the project and/or cumulative traffic and should be added to the list of study locations. The County's TIA methodology should be used when evaluating these intersections and roadway segment.

- a) 55th Street West at Avenue L-8
- b) 50th Street West at Avenue L-8
- c) 50th Street West at Columbia Way
- d) 50th Street West at Avenue K
- e) 70th Street West at Columbia Way
- f) Avenue L-8 between 50th Street West and 60th Street West

11-9

2. Table IV.N-5 and 6, Estimated Weekday and Weekend Project Traffic Generation: The DEIR and associated TIA should provide justification for all proposed trip reduction factors related to internal trip and pass-by reductions. Specifically, the documents should provide empirical evidence, such as field counts at similar projects with similar settings or case studies, which support the proposed reduction percentages. Although the DEIR identifies a range of reductions provided in the Institute of Transportation Engineers Trip Generation handbook, it does not adequately justify the specific reduction applied in the trip generation calculations.

11-10

3. Figure IV.N-8, Project Traffic Distribution: The basis of the trip distribution is not adequately supported. We expect the majority of trips will originate/end in areas south and east of the project site. Therefore, we ask for additional information on the distribution being used or amend it so that more trips are directed in the south and east direction. The project assignment percentages should be revised to indicate the percentages for the project's driveway.

11-11

4. The following projects should be added to the list of related projects:

Related Cases	Locations	Land Use
CUP 98-05	Northwest Corner of Avenue J-8 and 60th Street West	Church
TTM 60450	West Corner of 60th West and 660 feet South of Avenue K	Single-Family
TTM 67582	Northeast Corner of 52nd Street West and Avenue J	Single-Family
TTM 69132	Northeast Corner of 55nd Street West and Avenue K-8	Single-Family
TTM 65510	Northeast Corner of 80th Street West and Avenue K	Senior Housing

11-12

5. The DEIR should provide the tables and figures to support the related projects trip generation and distribution used in the cumulative impact analysis. 11-13
6. The following intersections fall under the County's jurisdiction and the County's traffic impact analysis methodology should be used when evaluating them. We expect these intersections may be significantly impacted by the project and/or cumulative traffic. 11-14
- a) 60th Street West at Avenue L-4
 - b) 60th Street West at Avenue L-8
 - c) 60th Street West at Columbia Way
 - d) 55th Street West at Avenue L
 - e) 50th Street West at Avenue L
 - f) 45th Street West at Avenue L
 - g) 40th Street West at Avenue L
7. Although Page IV-N.14 of the DEIR states that the County's methodology was used in the analysis, it was not properly applied in the Level of Service (LOS) calculations. The LOS analysis at County intersections should be conducted for the following traffic scenarios: 11-15
- a) Existing traffic
 - b) Existing traffic plus ambient growth to the year the project will be completed (pre-project)
 - c) Traffic in (b) plus project traffic
 - d) Traffic in (c) with the proposed mitigation measures (if necessary)
 - e) Traffic in (c) plus cumulative traffic of other known developments
 - f) Traffic in (e) with the proposed mitigation measures (if necessary)
8. The proposed mitigation measures should be consistent with the County's proposed roadway improvement project for Avenue L from 40th Street West to 55th Street West. Note that our proposal was generated in response to a request from the City of Lancaster to create a trip fee program for these corridors. This has subsequently been adopted by the City as Resolution No. 06-163. Specifically, the project's proposed mitigations for 50th Street West at Avenue L should include the following lane configuration, which is currently proposed for the County's improvement project. We have attached a copy of the conceptual drawing for your use. 11-16

- 9. Pending the result of the revised cumulative impact analysis, the project should contribute its proportionate share of the cost for mitigation measures. 11-17
- 10. Submit conceptual striping plans and corresponding cost estimates for all proposed mitigation measures at County and County/City intersections to Public Works' Traffic and Lighting Division for review. 11-18

If you have any questions regarding the traffic/access comments, please contact Nayiri Vartanian at (626) 300-4709.

Other-Road/Maintenance

- 1. Currently, Avenue L, west of 50th Street West, is classified as a local road on the Master Plan of Highways. This road may need to be reclassified as a major roadway due to the cumulative impact of this and other projects. The DEIR should discuss and address if roadway reclassification is required. 11-19
- 2. The proposed change to commercial zoning will result in an increase of truck traffic to the area. Due to the size and type of the proposed development, the geotechnical and materials report should address whether the impacts to existing access roadways due to truck traffic will require an increase in the pavement section and reconstruction of the roadways. 11-20
- 3. There are two concrete cross gutters on Avenue L west of 60th Street West. In order to minimize damage to the pavement caused by runoff and nuisance water, the DEIR should address the feasibility of replacing the cross gutters with box culverts to carry these flows under the roadway and off of the riding surface. 11-21
- 4. The DEIR does not state how much soil export and/or import will be necessary for this project. If there is 10,000 cubic yards or more of import or export as part of this project and it is to be hauled over roadways within County jurisdiction, a hauling route must be clearly identified. The project should also comply with current Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements. 11-22

If you have any questions regarding the above road comments, please contact Nallely Olguin, Maintenance District 5, at (661) 947-7173.

Services-Water

This project is within the boundaries of Waterworks District No. 40's service area, not Quartz Hill Water District as indicated in the DEIR. The Los Angeles County Waterworks District No. 40, Antelope Valley, is unable to assure adequate water supply for this project. The DEIR does not adequately address significant water supply impacts. The acquisition of new or expanded water supply sources must be secured by the project proponent prior to project approval. The Waterworks District typically does not upgrade or expand the water system to accommodate future growth.

11-23

To reduce project impacts on existing water supply system and as conditions of this project, the DEIR should adequately address all of the following as part of the document:

1. Evaluate this project impacts based on the increase in water demands and potential increase in fire protection. Mitigation measures should incorporate water system improvements/upgrades.
2. Secure water supply allocation.
3. Construct or financially participate in a secondary emergency water supply, by constructing necessary well(s), disinfection facilities, forebay tank(s), pipelines, and pump station(s).
4. Construct or financially participate in the construction of a storage tank at Ave M and 62nd Street West of adequate size to provide fire protection until project fire demands are determined by the Fire Department. Infrastructure requirements will be determined based on required level of fire protection.
5. Construct or financially participate in the installation of a 36-inch water main along 60th Street West, from Avenue L to Avenue M and 62nd Street West.
6. Construct water main along Avenue L fronting Project.
7. Construct on-site facilities meeting all health and safety codes and all domestic water service meter and fire protection connections shall have a backflow device to prevent contamination of the public water system.

11-24

11-25

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11-28

11-29

11-30

If you have any questions regarding water comments, please contact Greg Even at (626) 300-3331.

Services-Sewer

1. Effective July 1, 2008, the City of Lancaster ceased to be part of Consolidated Sewer Maintenance District.

The County of Los Angeles Department of Public Works Consolidated Sewer Maintenance District is responsible for the operation and maintenance of the local sewers within the Unincorporated County of Los Angeles. The City of Lancaster owns and maintains the sewer lines within the City. The DEIR should reflect these changes and clarify how the project sewer connection will affect the sewer lines in the unincorporated County areas.

11-31

2. A review of the project location and the alignment of the existing sewer line show that it could outlet into a County local sewer line, which discharges into a County Sanitation Districts trunk sewer. The DEIR should address the sewer alignment and availability of sewer capacity in the local sewer line and its effect on the sewer portion in the unincorporated County area if any.

An agreement between the City and the County may be required to allow for the ongoing conveyance of the City's wastewater through the County's local sewer system. Alternately, the City may contact the Sanitation Districts for possible annexation of the portion of the local sewer line within the unincorporated County into the Sanitation Districts trunk sewer system.

11-32

If you have any questions regarding the above sewer comments, please contact May Hong at (626) 458-3388.

Other-Environmental Safety

1. Storage Space for Recyclables

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The DEIR should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

11-33

2. Underground Storage Tanks

Should any operation within the subject project include the construction, installation, modification or removal of underground storage tanks Public Works' Environmental Programs Division must be contacted for required approvals and operating permits.

11-34

For questions regarding the environmental safety comments above, please contact Corey Mayne at (626) 458-3524.

If you have any other questions, please contact Toan Duong at (626) 458-4945.

MA:

P:\dpub\CEQA\CDM\ Lancaster_The Commons at Quartz Hill_DEIR.doc



Erroy D. Baca, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

4700 Ramona Boulevard
Monterey Park, California 91754-2169



(661) 948-8466

February 10, 2009

Ms. Hsiao-Ching Chen, PhD, AICP
Supervising Regional Planner
320 West Temple Street
Los Angeles, California 90012



FEB 23 2009

Subject: 60th Street West and Avenue L, Commercial Projects

Dear Ms. Chen:

We received your request for information regarding possible public safety issues related to the referenced projects. We will attempt to address some of the issues raised by residents in the area with regard to crime and safety.

12-1

As you know, these projects are directly adjacent to Quartz Hill High School, one and one half miles from Sundown Elementary School, and one mile from Joe Walker Intermediate School.

12-2

As we indicated in our initial response to the Environmental Impact Report, we do not believe that development of these centers will have a significant impact on the Los Angeles County Sheriff's Department. However, there will be some impact, as the property is currently vacant and does not generate any calls for service.

We do not feel that these projects will create any significant public safety hazards for students, parents, or staff at either of these schools. Safety concerns that have been raised by residents in the immediate area are: truancy, availability of alcohol and tobacco products, drunk drivers, criminals loitering in the parking lots, criminal and/or gang activity in the parking lots, overnight RV parking, and deputies not being available to residents in the area because they are busy with criminal activity in the shopping centers.

12-3

With regards to truancy, Lancaster Station does have programs in place to deal with truancy. "Safe Passage" is a program funded by the school district, where a deputy patrols the areas of specific schools Monday through Friday, beginning one hour prior to, and concluding one hour after, the school schedule. In addition, Lancaster Station fields a two-man truancy car that patrols eight hours per day, Monday through Friday. The centers are in the sphere of influence of the Quartz Hill High School Deputy, and the West Side Union School District Deputy. The Antelope Valley Union High School District does field truancy officers that are available to respond to reports of truant high school students. All of these resources would be made available for routine patrol checks, and responding to calls regarding students at the centers during school hours. We feel that there are currently sufficient resources in place to deal with any truancy issues that may arise at these centers.

12-4

With regards to the availability of alcohol and tobacco products, the Sheriff's Department conducts ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products. Several compliance checks using minor decoys have been conducted over the past three years throughout the Antelope Valley. All of the Wal-Mart and Target stores were checked multiple times, and our decoys were never able to purchase alcohol or tobacco products at any of their locations. The Sheriff's Department will continue to conduct compliance checks and will aggressively investigate any reports of locations selling alcohol or tobacco products to minors.

12-5

Regarding drunk drivers, to our knowledge, no bars or nightclubs are planned to open in either of the centers. Historically, these types of centers have not created any increase in drunk driving, and we do not think this will be an issue.

12-6

With regards to suspicious persons loitering, home improvement centers do often attract day laborers. This could be a possible concern of parents whose children would walk through the center on their way to and from school. In order to address this concern, we recommend that a condition of approval for this center be the presence of private security officers on the site, proper posting of loitering prohibitions, and aggressive enforcement of loitering laws by the management. With regards to overnight recreational vehicle parking, we agree that this practice causes some problems. It is Wal-Mart's intent to attract responsible citizens traveling cross country to park overnight in their parking lots and patronize their stores. However, we have had problems with not so responsible locals who park their dilapidated recreational vehicles and live out of them in the parking lots. For that reason, the Sheriff's Department would discourage this well intended practice. A condition prohibiting overnight parking could be included into the Conditional Use Permit.

12-7

With regards to overall crime, both centers are in the city limits of Lancaster and will be patrolled by city units. We feel that we have adequate resources to sufficiently handle criminal issues generated by these centers. The Sheriff's Department has significantly increased its resources in Lancaster. Recently formed special teams would be available to address any significant crime problems in these centers should they arise. If these centers generate excessive calls for service, the Sheriff's Department and the City of Lancaster have the ability to increase staffing in the area by adding or shifting resources.

12-8

Another approach is for the centers to contract for a dedicated deputy. This has proven very successful to eastside shopping centers that are adjacent to each other in Lancaster. Wal-Mart, Stater Brothers, and the owner of the Stater Brothers Center, share the cost to contract for a deputy who is assigned to patrol only the two shopping centers. This is an idea that should be addressed with the appropriate parties.

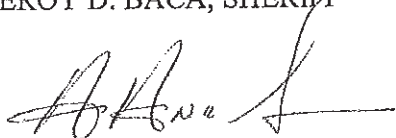
12-9

The City of Lancaster and Los Angeles County Sheriff's Department are committed to the safety of the citizens in the city and surrounding areas. We hope that this information is helpful. If we can be of further assistance, feel free to contact Deputy Michael Kuper, Monday through Friday, 8:00 a.m. to 4:00 p.m., (661) 948-8466, extension 4021.

12-10

Sincerely,

LEROY D. BACA, SHERIFF



Axel H. Anderson, Captain
Lancaster Station



An EDISON INTERNATIONAL Company

February 23, 2009

Cathy Hart
(661) 726-5608
FAX (661)726-5615



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

RE: The Notice of Availability of a Draft Environmental Impact Report
(DEIR) for The Commons at Quartz Hill

Dear Ms. Swain:

Southern California Edison (SCE) appreciates the opportunity to review and provide comment on the DEIR for The Commons at Quartz Hill. The project is described in the DEIR as a proposal to develop a commercial retail center on 40 acres having approximately 344,550 square feet of commercial area. Two anchor tenants are proposed. The project is stated to be located at the northwest corner of 60th Street West and Avenue L, in the City of Lancaster.

13-1

SCE's comments regarding the proposed project address electric service provision, potential impacts to existing SCE facilities, and the California Public Utilities Commission (CPUC) process for implementing the requirements of the California Environmental Quality Act (CEQA).

Electric Service Provision

SCE is the provider of electricity for this project. This letter is to advise The City of Lancaster the electrical loads of this project have been determined to be within the parameters of the projected load growth which SCE is planning to meet in this area.

13-2

SCE undertakes expansion and/or modification of its electric systems and infrastructure to serve the load growth of existing customers and new projects. Since SCE's electrical system is provided by a network of facilities (SCE's electrical distribution, transmission, and generation systems), SCE appreciates your notifying us of these development plans in order to assist us in determining the future electrical needs of this area.

13-3

If the project is within the projected load growth for this area, SCE is basically stating that the total system demand is expected to continue to increase annually; however, excluding any unforeseen problems, SCE's plans for new distribution resources indicate our ability to serve all customers' loads within this area are in accordance with SCE's Design Standards, rules and tariffs, and will be adequate for the next ten years. SCE completes all work in accordance with the rules and tariffs as

authorized by the CPUC and other governing entities. Any cumulative impacts related to electric service would be addressed through this process.

Please note that although SCE is currently capable of serving project loads, the project developer will be responsible for the costs of any new distribution and/or line extension work, per SCE's CPUC-approved tariff Rules 15 and/or 16, and of any relocation of facilities required to accommodate the distribution line and/or service extensions required by SCE to serve the project.

In addition, it is essential the project developer review and/or discuss with SCE what measures can be taken to assure optimal conservation measures within this project's boundaries that will contribute to the overall energy savings goals of SCE and California. As an example, SCE administers the "Savings By Design" program, a statewide nonresidential new construction and renovation/remodel energy efficiency program, funded by utilities customers through the Public Purpose Programs surcharge. The Savings By Design program offers design assistance and financial incentives to improve the energy efficiency of a project. Energy efficiency recommendations may improve the energy performance of a project beyond Title 24 (or other baseline) requirements. The program is voluntary, and developers are not under any obligation to modify construction design based on resulting recommendations. (Please note that financial incentives are available only if an agreement is completed, eligibility is established by the utility, the project meets program/performance requirements and the energy efficiency strategies are installed and verified). For further information on how to participate in the Savings By Design program, please contact Mark Davis, Technical Specialist, at (626) 633-7166.

Impacts to Existing Facilities

SCE Company right of ways are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. Any proposed use will be reviewed on a case by case basis by SCE's Operating Department. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right of way constraints and rights. In addition, in the event the project proposes to impact SCE facilities or its land related rights, please forward five (5) sets of plans depicting SCE's facilities and associated land rights to:

Corporate Real Estate
Southern California Edison Company
300 North Pepper Avenue, Building "B"
Rialto, CA 92376

CPUC CEQA Requirements

Please note if development plans result in the need to build new or relocate existing SCE electrical facilities that operate at or above 50 kV,

13-3

13-4

13-5

13-6

13-7

the SCE construction may have environmental consequences subject to CEQA review as required by the California Public Utilities Commission (CPUC). If, those environmental consequences are identified and addressed by the local agency in the CEQA process for the larger project, SCE may not be required to pursue a later, separate, mandatory CEQA review through the CPUC's General Order 131-D (GO 131-D) process. If the SCE facilities are not adequately addressed in the CEQA review for the larger project, and the new facilities could result in significant environmental impacts, the required additional CEQA review at the CPUC could delay approval of the SCE power line portion of the project for up to two years or longer.

13-7

Once again, SCE appreciates the opportunity to review and respond to the DEIR for this project. If you have any questions regarding this letter, please do not hesitate to contact me at (661) 726-5608.

Sincerely,



Catherine Hart
Region Manager
Southern California Edison Company



State of California - The Resources Agency

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201



February 23, 2009

Ms. Jocelyn Swain
City of Lancaster Planning Department
38250 Sierra Hig44933 Fern Avenue
Lancaster, CA 93550

Subject: Draft Environmental Impact Report for the Commons at Quartz Hill,
Los Angeles County, SCH # 22007061059

Dear Ms. Swain

The Department of Fish and Game (Department) has reviewed the Draft Environmental Impact Report (DEIR) for a proposal that would include a general plan amendment and zone change to re-designate the project site from Urban Residential (UR) to Commercial (C) and rezone the project site from R-7,000 and R-10,000 to Commercial Planned Development (CPD). The project site area is approximately 40 acres. Development on the project site would include approximately 344,550 square feet of commercial retail and restaurant facilities and include 1,728 parking spaces.

The project site is described in the DEIR as a vacant parcel bordered by new residential developments to the east and north and a high school directly to the south. The project site contains patches of rabbitbrush scrub within the eastern portion, ruderal vegetation along the southern and western portion, and the northern portion of the site supports little to no vegetation as the area was recently burned and subsequently scraped. The project site is bordered to the west by an offsite active constructed drainage supporting scattered willows and receives irrigation runoff from the high school, beyond which lies a vacant parcel supporting ruderal grassland vegetation. Another drainage feature runs through the southwest portion of the site and is described in the DEIR as "inactive". The southeastern corner of the site also appears to have been recently graded or scraped. Additionally, numerous unpaved roads traversing the site and miscellaneous household and industrial trash are scattered throughout the site.

14-1

We prepared the following statements and comments pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project under the California Environmental Quality Act (CEQA Section 15386) and Responsible Agency (Section 15381) over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq) and Fish and Game Code Section 1600 et seq. regarding impacts to streams and lakes.

Impacts to Biological Resources

1. Mitigation Burrowing Owl - The DEIR describes that the site supports habitat for burrowing owl and concludes that the site is not occupied by burrowing owl following results of focused surveys. The DEIR further states "In order to avoid adverse impacts to burrowing owl, a pre-construction survey for burrowing owls shall be performed on the project site within 30 days prior to ground disturbance. The survey shall be performed according to accepted burrowing

14-2

Jocelyn Swain
February 23, s009
Page 2 of 4

owl survey protocols by a qualified biologist. The results of the survey shall be reported to CDFG and the City of Lancaster prior to ground disturbance. If any burrowing owls are found on-site during the preconstruction surveys, passive relocation of the owls shall be completed outside of the nesting season according to California Burrowing Owl Consortium guidelines; a report shall be prepared by a qualified biologist following any passive relocation efforts documenting the methods and results of the relocation activities. All ground disturbances associated with site development and construction shall be postponed until passive relocation efforts have been completed and the associated report has been submitted to CDFG."

↑
14-2

a. The DEIR does not describe any mitigation measures for project impacts to loss of occupied burrowing owl habitat if preconstruction surveys show the site is occupied. The project site is located within the last area of Los Angeles County supporting resident and breeding populations of burrowing owl. Loss of occupied burrowing owl habitat is the primary cause of local extirpation of burrowing owl in the state and county. Projects that affect occupied burrows and associated foraging habitat impact burrowing owl home range size and spatial configuration, and could negatively affect burrowing owl population persistence, increase energetic costs, lower reproductive success, increase vulnerability to predation, and decrease the chance of procuring a mate.

14-3

The Department recommends that in addition to avoiding direct take of burrowing owl in compliance with state and federal law, the objective of mitigation measures as stated in the Department's 1995 Staff Report on Burrowing Owl Mitigation (attached) should be to avoid and minimize impacts to burrowing owls at the project site and preserve habitat that will support viable owl populations. Foraging habitat is essential to burrowing owl persistence. Mitigation for impacts to burrowing owl foraging habitat within home ranges should be required based on site-specific evaluation of existing land use patterns, prey availability, and other ecological factors on habitat area used by owls. If burrowing owls are detected on the project site, mitigation measures to minimize and offset the potential impacts should be included as enforceable measures during the CEQA process.

14-4

b. The DEIR recommends passive relocation of burrowing owls if found to occupy the site but does not discuss if there is adequate adjacent habitat to support alternate burrows and if adjacent property owners will allow creation of alternate burrows or enhancement of existing burrows and how these lands will be protected in perpetuity to mitigate for loss of burrowing owl habitat from the project. Without securing adjacent habitat, passive relocation often results in passive eviction of burrowing owls with no assurances that they have any protected foraging habitat and burrows to seek shelter from predation and extreme weather conditions following the eviction process. The DEIR should further describe how the recommend passive relocation will succeed.

14-5

2. Cumulative Impact Analysis for Raptor Foraging Habitat -- The cumulative impact analysis in the DEIR lists 87 additional existing or proposed projects in the vicinity of the project site. The DEIR describes that the site supports a prey base for foraging raptors and states "The development of the project site would remove approximately 40 acres of potential foraging habitat. However, given the mobility of these species, the relatively isolated nature of the project site, the marginal and heavily disturbed nature of the habitat present onsite, and the relative abundance of suitable foraging habitat in the region, the loss of the existing foraging habitat onsite would not be expected to have a substantial adverse effect on raptors or other sensitive bird species."

14-6

a. The Department questions the conclusion in the DEIR that the loss of 40 acres of raptor foraging habitat is less than significant. The Department considers loss of 40 acres of raptor foraging habitat as a significant cumulative impact. The cumulative loss of habitat for bird

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14-6

Jocelyn Swain
February 23, 2009
Page 3 of 4

species as the result of habitat loss in the Antelope Valley is of concern to the Department. Twenty-one raptor species, some of which are special status species, are known to utilize habitat in the Antelope Valley which provides important nesting and wintering foraging resources.

14-6

Much of the undeveloped habitat referenced in the DEIR within the region of the project site in the Antelope Valley is privately owned with no assurances of protection in the future. With little protection conditioned by lead agencies as mitigation for past project approvals, much foraging habitat has been lost in this area and continues to be vulnerable to unmitigated development.

14-7

The isolated nature of the site as concluded in the DEIR appears overstated because the site is connected to larger undeveloped habitat to the west. Although disturbed, the site does support foraging raptor habitat as concluded in the DEIR and does not preclude raptor use. Even if completely isolated, a site of this size would still provide some habitat value for foraging raptors. Raptors can be observed foraging along the urban fringe and within isolated vacant lots in the Antelope Valley as more optimal habitat continues to be converted for urban uses.

b. The total acres of lost raptor foraging habitat resulting from the referenced 87 projects in the DEIR should be quantified in the EIR and discussed in a cumulative impact analysis in the biological section. In addition, the Department has recently learned of several proposals for green energy facilities including: a 400 acre solar hybrid facility in the City of Palmdale; an approximately 3,000 acre solar facility in unincorporated Los Angeles County near Rt. 138 and 170th Street West and a 350 acre auto racetrack proposed near 160th Street West and Route 138. Each of these projects support raptor foraging habitat and should be included in the cumulative impact analysis. In addition, the City of Palmdale and County of Los Angeles should be consulted for further projects that may contribute to an accurate assessment of cumulative impacts to raptor foraging habitat in the Antelope Valley for the purpose of the subject project review.

14-8

c. The Department recommends that unavoidable impacts to raptor foraging habitat be mitigated by the acquisition of no less than one-half acre of foraging habitat of equal or superior function for each acre of foraging habitat on the project site that cannot be avoided by the project. Acquisition should occur within the Antelope Valley and should be protected under a conservation easement in perpetuity and deeded to a local land conservancy.

14-9

3. Impacts to Riparian Resources - The DEIR describes two drainage features; one that is described as inactive running through the project site and one described as an active drainage bordering the west edge of the project.

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 is considered a project that is subject to CEQA. To facilitate our issuance of the SAA or ITP, the Department as a responsible agency under CEQA may consider the local 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 any listed species and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the SAA or ITP. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Further information on the Department's Lake and Streambed Alteration Program and initiating a Department streambed jurisdiction determination may be found at: www.dfg.ca.gov/1600/index.html.

14-10

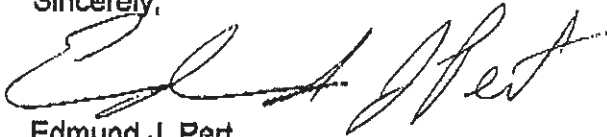
Jocelyn Swain
February 23, s009
Page 4 of 4

The Department recommends that the above concerns be addressed in the CEQA document for the project.

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14-10

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,



Edmund J. Pert
Regional Manager
South Coast Region

cc: Ms. Helen Birss, Los Alamitos
Ms. Terri Dickerson, Laguna Niguel
Ms. Kelly Schmoker, Glendora
Mr. Scott Harris, Pasadena
HabCon-Chron, San Diego
State Clearinghouse, Sacramento

State of California

Memorandum

: "Div. Chiefs - IFD, BDD, NED, & WMD
Reg. Mgrs. - Regions 1, 2, 3, 4, & 5

Date : October 17, 1995

From : Department of Fish and Game

Subject : Staff Report on Burrowing Owl Mitigation

I am hereby transmitting the Staff Report on Burrowing Owl Mitigation for your use in reviewing projects (California Environmental Quality Act [CEQA] and others) which may affect burrowing owl habitat. The Staff Report has been developed during the last several months by the Environmental Services Division (ESD) in cooperation with the Wildlife Management Division (WMD) and regions 1, 2, and 4. It has been sent out for public review and redrafted as appropriate.

Either the mitigation measures in the staff report may be used or project specific measures may be developed. Alternative project specific measures proposed by the Department divisions/regions or by project sponsors will also be considered. However, such mitigation measures must be submitted to ESD for review. The review process will focus on the consistency of the proposed measure with Department, Fish and Game Commission, and legislative policy and with laws regarding raptor species. ESD will coordinate project specific mitigation measure review with WMD.

If you have any questions regarding the report, please contact Mr. Ron Rempel, Supervising Biologist, Environmental Services Division, telephone (916) 654-9980.

COPY Original signed by
C.F. Raysbrook

C. F. Raysbrook
Interim Director

Attachment

cc: Mr. Ron Rempel
Department of Fish and Game
Sacramento

STAFF REPORT ON BURROWING OWL MITIGATION

Introduction

The Legislature and the Fish and Game Commission have developed the policies, standards and regulatory mandates to protect native species of fish and wildlife. In order to determine how the Department of Fish and Game (Department) could judge the adequacy of mitigation measures designed to offset impacts to burrowing owls (*Speotyto cunicularia*; A.O.U. 1991) staff (WMD, ESD, and Regions) has prepared this report. To ensure compliance with legislative and commission policy, mitigation requirements which are consistent with this report should be incorporated into: (1) Department comments to Lead Agencies and project sponsors pursuant to the California Environmental Quality Act (CEQA); and (2) other authorizations the Department gives to project proponents for projects impacting burrowing owls.

This report is designed to provide the Department (including regional offices and divisions), CEQA Lead Agencies and project proponents the context in which the Environmental Services Division (ESD) will review proposed project specific mitigation measures. This report also includes preapproved mitigation measures which have been judged to be consistent with policies, standards and legal mandates of the Legislature, the Fish and Game Commission and the Department's public trust responsibilities. Implementation of mitigation measures consistent with this report are intended to help achieve the conservation of burrowing owls and should compliment multi-species habitat conservation planning efforts currently underway. The *Burrowing Owl Survey Protocol and Mitigation Guidelines* developed by The California Burrowing Owl Consortium (CBOC 1993) were taken into consideration in the preparation of this staff report as were comments from other interested parties.

A range-wide conservation strategy for this species is needed. Any range-wide conservation strategy should establish criteria for avoiding the need to list the species pursuant to either the California or federal Endangered Species Acts through preservation of existing habitat, population expansion into former habitat, recruitment of young into the population, and other specific efforts.

California's burrowing owl population is clearly declining and, if declines continue, the species may qualify for listing. Because of the intense pressure for urban development within suitable burrowing owl nesting and foraging habitat (open, flat and gently rolling grasslands and grass/shrub lands) in California, conflicts between owls and development projects often occur. Owl survival can be adversely affected by disturbance and foraging habitat loss even when impacts to individual birds and nests/burrows are avoided. Adequate information about the presence of owls is often unavailable prior to project approval. Following project approval there is no legal mechanism through which to seek mitigation other than avoidance of occupied burrows or nests. The absence of standardized survey methods often impedes consistent impact assessment.

Burrowing Owl Habitat Description

Burrowing owl habitat can be found in annual and perennial grasslands, deserts, and arid scrublands characterized by low-growing vegetation (Zarn 1974). Suitable owl habitat may also include trees and shrubs if the canopy covers less than 30 percent of the ground surface. Burrows are the essential component of burrowing owl habitat. Both natural and artificial burrows provide protection, shelter, and nests for burrowing owls (Henny and Blus 1981). Burrowing owls typically use burrows made by fossorial mammals, such as ground squirrels or badgers, but also may use man-made structures such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement.

Occupied Burrowing Owl Habitat

Burrowing owls may use a site for breeding, wintering, foraging, and/or migration stopovers. Occupancy of suitable burrowing owl habitat can be verified at a site by detecting a burrowing owl, its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance. Burrowing owls exhibit high site fidelity, reusing burrows year after year (Rich 1984, Feeney 1992). A site should be assumed occupied if at least one burrowing owl has been observed occupying a burrow there within the last three years (Rich 1984).

CEQA Project Review

The measures included in this report are intended to provide a decision-making process that should be implemented whenever there is potential for an action or project to adversely affect burrowing owls. For projects subject to the California Environmental Quality Act (CEQA), the process begins by conducting surveys to determine if burrowing owls are foraging or nesting on or adjacent to the project site. If surveys confirm that the site is occupied habitat, mitigation measures to minimize impacts to burrowing owls, their burrows and foraging habitat should be incorporated into the CEQA document as enforceable conditions. The measures in this document are intended to conserve the species by protecting and maintaining viable populations of the species throughout their range in California. This may often result in protecting and managing habitat for the species at sites away from rapidly urbanizing/developing areas. Projects and situations vary and mitigation measures should be adapted to fit specific circumstances.

Projects not subject to CEQA review may have to be handled separately since the legal authority the Department has with respect to burrowing owls in this type of situation is often limited. The burrowing owl is protected from "take" (Section 3503.5 of the Fish and Game Code) but unoccupied habitat is likely to be lost for activities not subject to CEQA.

Legal Status

The burrowing owl is a migratory species protected by international treaty under the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 C.F.R. 21). Sections 3505, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs. To avoid violation of the take provisions of these laws generally requires that project-related disturbance at active nesting territories be reduced or eliminated during the nesting cycle (February 1 to August 31). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) may be considered "take" and is potentially punishable by fines and/or imprisonment.

The burrowing owl is a Species of Special Concern to California because of declines of suitable habitat and both localized and statewide population declines. Guidelines for the Implementation of the California Environmental Quality Act (CEQA) provide that a species be considered as endangered or "rare" regardless of appearance on a formal list for the purposes of the CEQA (Guidelines, Section 15380, subsections b and d). The CEQA requires a mandatory findings of significance if impacts to threatened or endangered species are likely to occur (Sections 21001 (c), 2103; Guidelines 15380, 15064, 15065). To be legally adequate, mitigation measures must be capable of "avoiding the impact altogether by not taking a certain action or parts of an action"; "minimizing impacts by limiting the degree or magnitude of the action and its implementation"; "rectifying the impact by repairing, rehabilitating or restoring the impacted environment"; "or reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action" (Guidelines, Section 15370). Avoidance or mitigation to reduce impacts to less than significant levels must be included in a project or the CEQA lead agency must make and justify findings of overriding considerations.

Impact Assessment

Habitat Assessment

The project site and a 150 meter (approximately 500 ft.) buffer (where possible and appropriate based on habitat) should be surveyed to assess the presence of burrowing owls and their habitat (Thomsen 1971, Martin 1973). If occupied habitat is detected on or adjacent to the site, measures to avoid, minimize, or mitigate the project's impacts to the species should be incorporated into the project, including burrow preconstruction surveys to ensure avoidance of direct take. It is also recommended that preconstruction surveys be conducted if the species was not detected but is likely to occur on the project site.

Burrowing Owl and Burrow Surveys

Burrowing owl and burrow surveys should be conducted during both the wintering and nesting seasons, unless the species is detected on the first survey. If possible, the winter survey should be conducted between December 1 and January 31 (when wintering owls are most likely to be present) and the nesting season survey should be conducted between April 15 and July 15 (the peak of the breeding season). Surveys conducted from two hours before sunset to one hour after, or from one hour before to two hours after sunrise, are also preferable.

Surveys should be conducted by walking suitable habitat on the entire project site and (where possible) in areas within 150 meters (approx. 500 ft.) of the project impact zone. The 150-meter buffer zone is surveyed to identify burrows and owls outside of the project area which may be impacted by factors -such as noise and vibration (heavy equipment, etc.) during project construction. Pedestrian survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be no more than 30 meters (approx. 100 ft.) and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To effectively survey large projects (100 acres or larger), two or more surveyors should be used to walk adjacent transects. To avoid impacts to owls from surveyors, owls and/or occupied burrows should be avoided by a minimum of 50 meters (approx. 160 ft.) wherever practical. Disturbance to occupied burrows should be avoided during all seasons.

Definition of Impacts

The following should be considered impacts to the species:

- Disturbance within 50 meters (approx. 160 ft.) Which may result in harassment of owls at occupied burrows;
- Destruction of natural and artificial burrows (culverts, concrete slabs and debris piles that provide shelter to burrowing owls); and
- Destruction and/or degradation of foraging habitat adjacent (within 100 m) of an occupied burrow(s).

Written Report

A report for the project should be prepared for the Department and copies should be submitted to the Regional contact and to the Wildlife Management Division Bird and Mammal Conservation Program. The report should include the following information:

- Date and time of visit(s) including name of the qualified biologist conducting surveys, weather and visibility conditions, and survey methodology;
- Description of the site including location, size, topography, vegetation communities, and animals observed during visit(s);
- Assessment of habitat suitability for burrowing owls;
- Map and photographs of the site;
- Results of transect surveys including a map showing the location of all burrow(s) (natural or artificial) and owl(s), including the numbers at each burrow if present and tracks, feathers, pellets, or other items (prey remains, animal scat);
- Behavior of owls during the surveys;
- Summary of both winter and nesting season surveys including any productivity information and a map showing territorial boundaries and home ranges; and
- Any historical information (Natural Diversity Database, Department regional files? Breeding Bird Survey data, American Birds records, Audubon Society, local bird club, other biologists, etc.) regarding the presence of burrowing owls on the site.

Mitigation

The objective of these measures is to avoid and minimize impacts to burrowing owls at a project site and preserve habitat that will support viable owls populations. If burrowing owls are detected using the project area, mitigation measures to minimize and offset the potential impacts should be included as enforceable measures during the CEQA process.

Mitigation actions should be carried out from September 1 to January 31 which is prior to the nesting season (Thomsen 1971, Zam 1974). Since the timing of nesting activity may vary with latitude and climatic conditions, this time frame should be adjusted accordingly. Preconstruction surveys of suitable habitat at the project site(s) and buffer zone(s) should be conducted within the 30 days prior to construction to ensure no additional, burrowing owls have established territories since the initial surveys. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site should be resurveyed.

Although the mitigation measures may be included as enforceable project conditions in the CEQA process, it may also be desirable to formalize them in a Memorandum of Understanding (MOU) between the Department and the project sponsor. An MOU is needed when lands (fee title or conservation easement) are being transferred to the Department.

Specific Mitigation Measures

1. Occupied burrows should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the Department verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.
2. To offset the loss of foraging and burrow habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on a 100 m {approx. 300 ft.} foraging radius around the burrow) per pair or unpaired resident bird, should be acquired and permanently protected. The protected lands should be adjacent to occupied burrowing owl habitat and at a location acceptable to the Department. *Protection of additional habitat acreage per pair or unpaired resident bird may be applicable in some instances.* The CBOC has also developed mitigation guidelines (CBOC 1993) that can be incorporated by CEQA lead agencies and which are consistent with this staff report.
3. When destruction of occupied burrows is unavoidable, existing unsuitable burrows should be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on the protected lands site. One example of an artificial burrow design is provided in Attachment A.
4. If owls must be moved away from the disturbance area, passive relocation techniques (as described below) should be used rather than trapping. At least one or more weeks will be necessary to accomplish this and allow the owls to acclimate to alternate burrows.
5. The project sponsor should provide funding for long-term management and monitoring of the protected lands. The monitoring plan should include success criteria, remedial measures, and an annual report to the Department.

Impact Avoidance

If avoidance is the preferred method of dealing with potential project impacts, then no disturbance should occur within 50 meters (approx. 160 ft.) of occupied burrows during the nonbreeding season of September 1 through January 31 or within 75 meters (approx. 250 ft.) during the breeding season of February 1 through August 31. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be *permanently* preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird. The configuration of the protected habitat should be approved by the Department.

Passive Relocation - With One-Way Doors

Owls should be excluded from burrows in the immediate impact zone and within a 50 meter (approx. 160 ft.) buffer zone by installing one-way doors in burrow entrances. One-way doors (e.g., modified dryer vents) should be left in place 48 hours to insure owls have left the burrow before excavation. Two natural or artificial burrows should be provided for each burrow in the project area that will be rendered biologically unsuitable. The project area should be *monitored daily for one week* to confirm owl use of burrows before excavating burrows in the immediate impact zone. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

Passive Relocation - Without One-Way Doors

Two natural or artificial burrows should be provided for each burrow in the project area that will be rendered biologically unsuitable. The project area should be *monitored daily until the owls have relocated to the new burrows*. The formerly occupied burrows may then be excavated. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe should be inserted into burrows during excavation to maintain an escape route for any animals inside the burrow.

Projects Not Subject to CEQA

The Department is often contacted regarding the presence of burrowing owls on construction sites, parking lots and other areas for which there is no CEQA action or for which the CEQA process has been completed. In these situations, the Department should seek to reach agreement with the project sponsor to implement the specific mitigation measures described above. If they are unwilling to do so, passive relocation without the aid of one-way doors is their only option based upon Fish and Game Code 3503.5.

Literature Cited

- American Ornithologists Union (AOU). 1991. Thirty-eighth supplement to the AOU checklist of North American birds. *Auk* 108:750-754.
- Feeney, L. 1992. Site fidelity in burrowing owls. Unpublished paper presented to Raptor Research Annual Meeting, November 1992. Seattle, Washington.
- Haug, E. A. and L. W. Oliphant. 1990. Movements, activity patterns, and habitat use of burrowing owls in Saskatchewan. *J. Wildlife Management* 54:27-35.
- Henny, C. J. and L. J. Blus. 1981. Artificial burrows provide new insight into burrowing owl nesting biology. *Raptor Research* 15:82-85.
- Martin, D. J. 1973. Selected aspects of burrowing owl ecology and behavior. *Condor* 75:446-456.
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- Thomsen, L. 1971. Behavior and ecology of burrowing owls on the Oakland Municipal Airport. *Condor* 73:177-192.
- Zarn, M. 1974. Burrowing owl. U. S. Department of Interior, Bureau of Land Management. Technical Note T-N 250. Denver, Colorado. 25 pp.

ATTACHMENT A

Eyas 10(1):38 Spring 1987

Reproductive Success of Burrowing Owls Using Artificial Nest Burrows in Southeastern Idaho

by Bruce Olenick

ing bega. Average clutch size at the start of incubation was 5.6 eggs. Most eggs tended to hatch synchronously in all successful nests.

Although the initial cost of constructing this burrow design may be slightly higher than a burrow consisting entirely of wood, the plastic pipe burrow offers the following advantages: (1) it lasts several field seasons without rotting or collapsing; (2) it may prevent or retard predation; (3) construction time is min-

imal; (4) it is easy to transport, especially over long distances; and (5) the flexible tunnel simplifies installation. The use of this artificial nest burrow design was highly successful and may prove to be a great resource technique for future management of this species.

For additional information on constructing this artificial nest burrow, contact Bruce Olenick, Department of Biology, Idaho State University, Pocatello, ID 83209.

Artificial nest burrows were implanted in southeastern Idaho for burrowing owls in the spring of 1986. These artificial burrows consisted of a 12" x 12" x 8" wood nesting chamber with removable top and a 6 foot corrugated and perforated plastic drainage pipe 6 inches in diameter (Fig. 1). Earlier investigators claimed that artificial burrows must provide a natural dirt floor to allow burrowing owls to modify the nesting tunnel and chamber. Contrary to this, the artificial burrow introduced here does not allow owls to modify the entrance or tunnel. The inability to change the physical dimensions of the burrow tunnel does not seem to reflect the owls' breeding success or deter them from using this burrow design.

In 1936, 22 artificial burrows were inhabited. Thirteen nesting attempts yielded an average clutch size of 8.3 eggs per breeding pair. Eight nests successfully hatched at least 1 nestling. In these nests, 67 of 75 eggs hatched (59.3%) and an estimated 61 nestlings (91.0%) fledged. An analysis of the egg laying and incubation periods showed that incubation commenced well after egg lay-

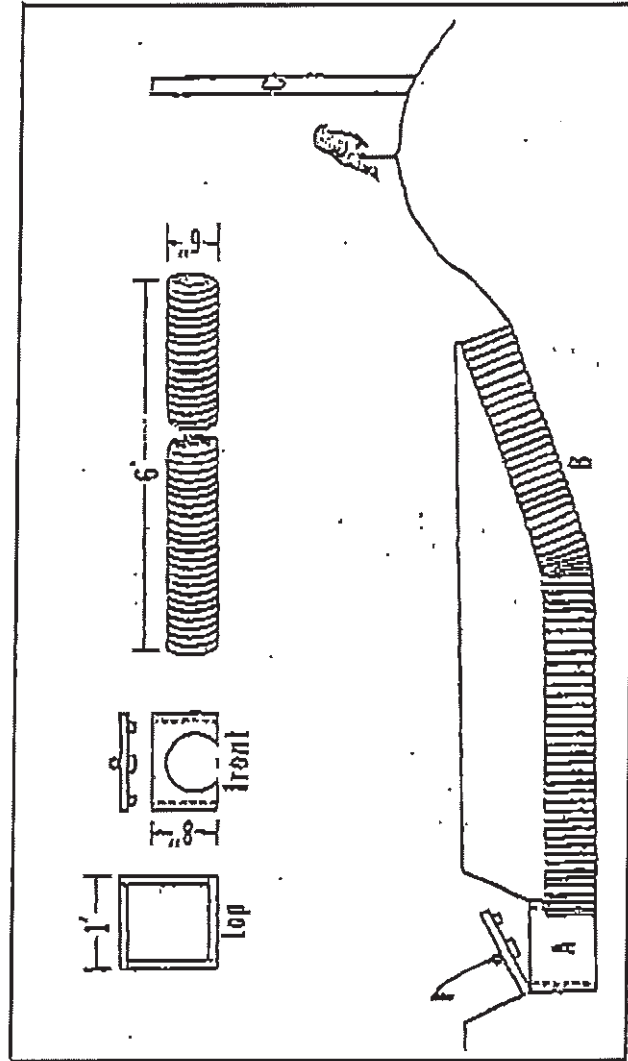


Fig. 1 Artificial nest burrow design for burrowing owls. Entire unit (including nest chamber) is buried 12" - 18" below ground for maintaining thermal stability of the nest chamber. A = nest chamber, B = plastic pipe, C = perch.



PALMDALE

a place to call home



February 23, 2009

JAMES C. LEDFORD, JR.
Mayor

STEVEN D. HOFBAUER
Mayor Pro Tem

MIKE DISPENZA
Councilmember

TOM LACKEY
Councilmember

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

RE: Draft Program Environmental Impact Report (SCH No. 2007061059) The Commons at Quartz Hill

38300 Sierra Highway

Dear Ms. Swain;

Palmdale, CA 93550-4798

Thank you for the opportunity to comment on the above referenced document. The proposed project has the potential to impact the City of Palmdale, specifically with respect to Traffic and Circulation. Staff has reviewed the document and provides the following comments:

Tel: 661/267-5100

15-1

Fax: 661/267-5122

Section III. Environmental Setting

TDD: 661/267-5167

Table III-1 Related Projects. Item No. 76 states that 450 single family homes are proposed, recently approved, under construction or are reasonable foreseeable within the vicinity of Avenue M-8 and 60th Street West. The City of Palmdale does not have any proposed or recently approved projects in this vicinity.

15-2

Section IV. Environmental Impact Analysis

Within Section IV.O.2 (Utilities; Water), the Antelope Valley Integrated Regional Water Management Plan (IRWMP), dated 2007, is not referenced. Both the Los Angeles County Waterworks District #40 and the City of Lancaster are stakeholders who participated in the document preparation process and have adopted this document. The analysis provided in the IRWMP was prepared subsequent to the 2005 Integrated Urban Water Management Plan for the Antelope Valley (Los Angeles County Water Works Districts) and therefore, more emphasis should be placed on this. The IRWMP shows that insufficient water supplies will be

15-3

Auxiliary aids provided for

communication accessibility

upon 72 hours' notice and request.

available to meet the demands of the Antelope Valley through 2035. Therefore, the cumulative impact of this project on water supply cannot be less than significant even if water supply can be verified at the current time.

↑
15-3

Section IV.N. (Transportation and Traffic) notes that the trips generated by The Commons at Quartz Hill project will impact the intersection of 60th Street West with Avenue M (Columbia Way) with a Level of Service F. The City believes that the payment of a traffic fee/fair share contribution does not mitigate this significant impact and that the appropriate mitigation measure is to construct a traffic signal at the intersection.

15-4

On Pages IV.N-39 through 40, modification of Items N-14 and N-15 is needed. Item N-14 states "The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide a fair share contribution towards this improvement". This statement is misleading as the ICU/delays for this intersection for the "Future without a Project" are (AM/PM/SAT)(175/314/330), while the ICU/delays for the "Future with the Project" are (AM/PM/SAT) (220/421/481). This is a 25% (AM), 34%(PM) and a 45% (SAT) increase in delay within the same LOS F. Therefore, it is necessary to provide the LOS calculation, which will include the roadway improvements necessary to mitigate the LOS for this intersection with the installation of a traffic signal. For Item N-15, indicate the roadway improvements necessary to mitigate the LOS with the installation of a traffic signal.

15-5

Additionally, for clarification purposes, provide additional information to clearly show which condition (signalized or 4-way stop controls) were the LOS calculated on Table IV.N-13, Item No.9, LOS A (AM), C (PM), D (SAT) under the "Future with Project Mitigation" column.

15-6

Letter to Ms. Swain
The Commons at Quartz Hill Draft EIR
February 23, 2009
Page 2

Should you require any additional information, please contact
Susan Koleda or me at 661/267-5200.

Sincerely

A handwritten signature in black ink, appearing to read "Asoka Herath". The signature is fluid and cursive, with the first name "Asoka" written in a larger, more prominent script than the last name "Herath".

Asoka Herath
Director of Planning

AH:sk

cc: Laurie Lile
Bill Padilla

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337



*Flex your power!
Be energy efficient!*

IGR/CEQA No. 090107AL, DEIR
The Commons at Quartz hill
Vic. LA-14 / PM R65.68
SCH # 2007061059

February 26, 2009

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



Dear Ms. Swain:

On February 25, 2009, we have confirmation from Ms. Jocelyn Swain that the City will extend Caltrans commenting date to Friday, February 27, 2009. 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 344,550 square feet (including a Walmart Supercenter) of commercial retail and restaurant facilities.

16-1

The project is within 5 miles away from Caltrans Right-of-Way, SR-14. From Table IV.N-5 of the Draft Environmental Impact Report (DEIR) Estimated Weekday Project Traffic Generation, the project would generate 17,076 average daily traffic (ADT) and 670/1,528 trips during AM/PM peaks. From Table 13 of the traffic study, there will be about 2,277 ADT and 103 peak hour trips utilizing SR-14 and on/off ramps. In addition, from Table 9 of the traffic study, Related Projects Descriptions, a total of 82 projects were identified. As a result, many of project and related project trips will utilize SR-14 and on/off ramps. We have concerns when the project is adding more vehicles to the existing off-ramps. This may cause a back-up onto the freeway and result in a safety issue. A ramp queue analysis is needed to determine whether the 103 vehicles will impact the following State facilities.

16-2

1. Northbound and southbound Ave. L off-ramp
2. Northbound and southbound Ave. K off-ramp
3. Northbound and southbound Ave. M off-ramp

In the spirit of mutual cooperation, we would like to invite the lead agency, City of Lancaster, and the consultant to the Caltrans office to discuss project generated traffic impacts on the State facilities and mitigation measures that could alleviate traffic congestion in the future. We would also like to discuss possible transportation solutions

16-3

to accommodate future developments. Please contact this office at your earliest convenience to schedule a meeting.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects need to be designed to discharge clean run-off water. Additionally storm water run-off is not permitted to discharge onto State highway facilities.

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

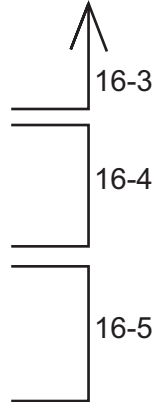
If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 090107AL.

Sincerely,



ELMER ALVAREZ
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse





JANUARY 9, 2009

KATHRYN OWEN
43269 41ST ST W
LANCASTER CA 93536

CITY OF LANCASTER
PLANNING DEPARTMENT
44933 FERN AVENUE
LANCASTER CA 93534

re: Lane Ranch Towne Center

To Whom It May Concern

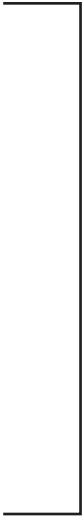
Being a resident on the West side of Lancaster I do not wish to see any further development of large, big box stores (Target, Walmart, strip malls, etc. Living between Avenue K and L on 41st Street West I have access to a Target and a Wal-Mart just a few minutes from my home. Wal-Mart on Valley Central Drive is but 4 miles from my home and Target is just 3 miles.

The majority of tax paying, property owning residents in this area have asked to not have these stores built. They will not only decrease property values but cause a traffic nightmare and bring in certain ethnic groups that will cause destruction to the area in the form of crime including vandalism, robbery and graffiti.

We have spoke and we do not need another Wal-Mart or Target. If I want to live closer to this blight I will move closer to it.

Sincerely,

Thom Owen
661 943-8063



17-1

Swain, Jocelyn

From: Windsor Taunton [wptaunton@antelecom.net]
Sent: Monday, January 12, 2009 10:02 PM
To: Swain, Jocelyn
Subject: Coments of QH, WalMart and Target

My Wife and I are both NOT in favor of building a new Wal Mart and Target in Quartz Hill.
Lets leave what Country flavor is left as it has been for years.
The Wal Mart in Lancaster is not that far away and putting stores like this by a High School will make
for too much traffic and make Ave. L and 60th West very congested many hours during the day.

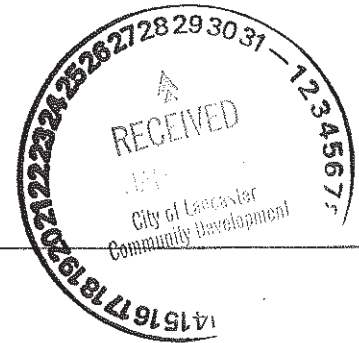
18-1

Thank you,
Windsor and Pat Taunton
6353 Elizabeth Lake Road
Leona Valley, CA 93551
270-1638



Swain, Jocelyn

From: Reyes, Joy
Sent: Wednesday, January 28, 2009 10:51 AM
To: Ludicke, Brian; Swain, Jocelyn
Subject: FW: 60TH AND L



Please see below for your information. Thanks.

From: PAUL HARRIS [mailto:pablo116@verizon.net]
Sent: Wednesday, January 28, 2009 10:43 AM
To: Parris, R Rex
Cc: Reyes, Joy; smarquez@cityoflancaster.org; mbozigan@cityoflancasterca.org
Subject: 60TH AND L

Dear Mayor Parris, Vice Mayor Smith, City Manager and Council members:

I am contacting you and urging you to take a strong view and specifically to stop the development, and developers...in allowing the creation of these 2 separate Super centers

I understand the city needs money to stop the war on crime..and gangs..very important..But not as big as a priority in relation to those homeowners and individuals WHO must now stand up..and say NO and STOP to these proposed developments. **Slow down the growth!**

19-1

We are your constituents, represent us first.. and hear us fairly in regards to this!

You advocate a all out war on crime... I support your efforts strongly, but think of all the negative that will happen out here...30,000 cars a day at the intersection, young adults in danger due to the congestion, a major change in the ruarl community, what Walmart really brings..we have enough Walmarts in the AV to service the folks from Cal City let alone Victorville. Crime, congestion, alcohol,water shortages are just a few of the negatives. You think we have enough crime now...just wait and see what the future brings..we can have T-SHIRTS printed up saying "GOT CRIME" on one side.. and on the other.. You get the idea.

19-2

As a professional negotiator, Mr. Mayor-- and with a thought to the valleys history...here is a idea for the Lane Ranch Town Center/Commons at Quartz Hill that perhaps you could use to help all regarding both of these super centers. Put the Walmart up by the prison area and let it be away from our schools..cut the congestion problem. Buy back the land from Walmart and offer the land up by the prison and renegotiate ALL.

19-3

We pride ourselves in aerospace and agriculture in the AV...Why not have this parcel of land offered by the Monte Vista Co be acquired by the AV school district as a state of the art Agriculture center for future learning. This would allow students preparing for future's in this field a great head start..keep the area the way it should be(rural) and this could be done as follows: **Put up bonds for the buying of this land, so Monte Vista can make their profit...and a rich history of AGRICULTURE AND FARMING and new techniques could be taught. Put a tunnel connecting QHHS and Lane Ranch under 60th ST WEST so their is safe passage.**

19-4

By the way...what is the position of the Antelope Valley HS District on all of these proposed super centers?? I have yet to hear one official comment..I have heard that they are promised a new Parking lot? Another parking lot???

19-5

A Walmart next to QHHS, just does not MAKE SENSE no matter how someone try's to justify it for getting revenues for the city of Lancaster. Since Lancaster bought this land and sold..you must take full responsibility of this issue, and rectify all for your constituents beliefs! I have attached a copy of the editorial I wrote to the AV Press recently regarding this whole scenario.

19-6

I have looked at the EIR and traffic report and will continue to review this Long and detailed report...This changes everything to this area. Doctors, nurses, firefighters, law enforcement, teachers, businessmen, working citizens.. parents and loved ones--call this area home..ONCE you allow this,,,,it will all be lost forever! Please take action Now.

I look forward to your written response's.
Sincerely,
Paul Harris

OPINION

Just read the opinion of the local lady from Lancaster stating that the city needs to be business friendly to "BIG BOX" business, Walmart, again...and what the benefits are especially in these "crunching times" for city sales tax revenue, and as a way for producing local jobs.

Sorry... but this is short term thinking and logic!
A few questions need to be answered by her:

1. How close do you personally live to this proposed location?
2. Have you seen the proposed drawings of this Super center?
3. Have you really thought about the "real" benefits of having another Walmart in Lancaster?
4. Do you realize that this location is next to a California Distinguished School-Quartz Hill High School? Do you remember the recent Columbine scare at this school? I sure do, instead of students being taught, that day they all "feared" for their lives.

19-7

Here's the "REAL" Benefits" Of Having Another BIG BOX Walmart in long term thinking:

Traffic, crime, end of the "rural" atmosphere for which we decided to call this area "home"-lost, FOREVER...Lowering of property values...that having a Walmart in the neighborhood brings: accidents, alcohol sales, sales of ammunition-bullets, congestion and most importantly--what brought most of the neighbors out this way-peace and just a great place to live.

19-8

Just check some of the popular Walmart websites from disgruntled employees and how Walmart treated them, and what other cities experienced when the "big box" came in.

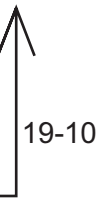
19-9

WE protested and marched before, and we will again if needed, we have not forgotten.. as concerned citizens and members of "Quartz Hill Cares"--we again say-STOP THE MADNESS

19-10

Mayor Parris Come take a "walk" with us out here and hear the "REAL" story from the citizens who live here...and then show the integrity... in finally stopping this development.

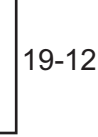
We came to the City Council and aired our concerns previously. Protect the people you serve, by protecting the citizens interests FIRST..Before the interests of "BIG BOX" business and the needed city tax revenue dollars, be creative as you are, and think of other venues to raise the needed revenues, other than using "big box" development's and developer's.



We have Walmarts in the "Valley" we surely don't need one in this location.



We as citizens have been paying taxes our for a few year's out here in Lancaster, now it's time to protect the Long Term Benefits of tax paying citizens..instead of using short term "band-aid" thinking.



Paul Harris
Lancaster

Swain, Jocelyn

From: Crosby, Terry
Sent: Monday, February 02, 2009 1:22 PM
To: Ludicke, Brian; Swain, Jocelyn
Subject: FW: quartz hill superstores

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



-----Original Message-----
From: Tainatongo, Kelvin
Sent: Monday, February 02, 2009 12:27 PM
To: Crosby, Terry
Subject: RE: quartz hill superstores

Terry,

Anything related to the projects at 60th & Ave L are to be forwarded to Brian Ludicke and Jocelyn Swain. Please forward this email to them and let the citizen know that their comments have been forwarded to the appropriate Department.

Kelvin

-----Original Message-----
From: Crosby, Terry
Sent: Mon 02/02/2009 08:41 AM
To: Tainatongo, Kelvin
Subject: FW: quartz hill superstores

FYI..see message below received by Mayor. Who do you want to respond?

Terry Crosby

City of Lancaster

tcrosby@cityoflancafterca.org

661-723-6007

From: kathrine [mailto:toogoophey@verizon.net]
Sent: Friday, January 30, 2009 10:27 AM
To: Parris, R Rex; Crosby, Terry
Subject: quartz hill superstores

as a resident of quartz hill, i am against the building of superstores at 60th st w and avenue l for many reasons. with so many new superstores in the antelope valley, can you legitimately answer me why lancaster is pushing for this to be built in quartz hill, when a super walmart and target are less than nine miles and 15 minutes away? i would also like to know when your meetings will be addressing this issue.

20-1

thank you,

kathrine

toogophey@verizon.net



January 31, 2009

Lancaster City Hall & Planning
44933 N. Fern Avenue
Lancaster, Ca 93536

To Whom It May Concern,

I have been following the rezoning of Quartz Hill, at Ave. L and 60th West, for some time. I agree with Ms. Loretta Berry in Saturday's news story. We don't need another Wal-Mart in our valley. As Quartz Hill residents for some 31 years, my husband and I agree that our area doesn't need more stores for convenience sake.

I have shopped in Lancaster and Palmdale for all these years, and don't mind driving one or two more miles to shop. Having stores and restaurants near a High School is not a very good idea. Having worked in the educational field for 21 years, I can testify that locating such businesses near a school is very problematic.

21-1

As of a year ago, there were 3 schools on the corner of K-2 and Challenger Way. The students were always sneaking out to visit the convenience store, donut shop, etc. Security always had to be on top of the matter. With such big budget cuts, that could be even more difficult.

The residents of the area don't seem to have any opinion in this matter. Wal-Mart wants profit. They have been known to close after running everyone out of business in the area. Last week I was at the new location of Michaels in Lancaster. In the parking lot, which is adjacent to Wal-Mart, I was approached by a pan handler begging for money. That never happened when I shopped across the street at the old location. My friend was robbed in front of the Lancaster Wal-Mart. Her purse was ripped from her arm while she was pushing her grocery cart. Will there be protection for the consumers while they shop?

21-2

Why does the community of Quartz Hill have to disappear for more tax base? We have so many empty houses sitting here waiting for more section 8. How sad this area is becoming. Please listen to the community for a change.

21-3

Respectfully,

Jane Donckels
Quartz Hill, CA 93536-5021

Corda Gallaway
42342 Seville Circle
Lancaster, California 93536

January 31, 2009

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



Re: Proposed Developments at 60th West and L

Dear Ms. Swain;

I am writing to oppose the Wal-Mart/Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for the sale directly in from 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 and love.

22-1

In 1990 we made a conscience decision to move to this rural area so we could enjoy the peace, beauty and quiet of the desert. We looked at the building plans before making our residential choice based on the surrounding properties being residential. Now, due to the ***greed*** of our City Council members and developers we are threatened with yet another Super Wal-Mart/Super Target etc., and the destruction of our beloved town. How many big box stores does the Antelope Valley need??

22-2

The citizens of Lancaster voted the City Council into office to speak on our behalf, ***why will you not listen to your people! We do not want commercial developments in our residential community!***

Sincerely,

Corda Gallaway
Lancaster, California

cc: Mayor R. Rex Parris; Vice Mayor Ed Sileo; Council Member Kenneth G. Mann;
Council Member Ronald D. Smith; Council Member Sherry Marques; Michael D.
Antonovich Supervisor, Fifth District

Richard Gallaway
42342 Seville Circle
Lancaster, California 93536

January 31, 2009

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



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23-2

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Sincerely,

Richard Gallaway
Lancaster, California

cc: Mayor R. Rex Parris; Vice Mayor Ed Sileo; Council Member Kenneth G. Mann;
Council Member Ronald D. Smith; Council Member Sherry Marques; Michael D.
Antonovich Supervisor, Fifth District

Swain, Jocelyn

From: Reyes, Joy
Sent: Monday, February 02, 2009 9:32 AM
To: Swain, Jocelyn
Subject: FW: EIR REPORT 60TH AND L

Jocelyn, another email from Paul Harris received today with additional comments below but same attachment as previously sent. Thanks.

From: PAUL HARRIS [mailto:pablo116@verizon.net]
Sent: Monday, February 02, 2009 9:06 AM
To: Planning Commission
Subject: EIR REPORT 60TH AND L

Attached, please find my concerns regarding this development. PLEASE push for no rezoning of this area--toO commercilization. There are many serious conerns for citizens whjo bought here for residential purposesONLY...Not to have the bottom fall out under the umbrella of tax revenues for the city of Lancaster...and ask for new Zoning changes. I have sent my thoughts on the EIR Draft...and not heard ONE response back from Mayor, vice mayor, council and to individual planning memebbers. THERE ARE JUST TO MANY NEGATIVE FACTORS, NON- BENEFITS THAT POINT TO NOT MAKING THIS DEVELOPMENT attractive.

24-1

I look forward to your written response to this Draft EIR and comments to my concerns.

Regards,
Paul Harris





January 29 2009

To Lancaster Planning Commission, Via COPY TO-- Jocelyn Swain

RE: Draft EIR for Quartz Hill Commons/Lane Ranch Town Center

From: Paul Harris/Lancaster, CA.

Some major concerns regarding the Draft EIR:

1. Delineation of market- Proposes over 840,000 sq ft of new retail space WHICH is WELL BEYOND the normal range of 400,00 sq ft for a Double Shopping centers? Is this not a overkill for the proposed super centers in this area?

24-2

2. The CANNABILIZATION by anchor tenants who will becoming to these Super centers—Wal-Mart, Lowe's. Target-This DRAFT clearly states that they have taken this into account...thus it will eliminate sales at existing store locations in the proximity—URBAN BLIGHT

24-3

3. Correction-THE Draft EIR states under the project description: Situated within the community of Quartz Hill—This is not TRUE—This is Lancaster, CA.

24-4

OTHER MAJOR CONCERNS:

According to Draft EIR It WILL NOT BURDEN existing capacity of water?? Are we not under a water rationing for citizens of Lancaster. How can this be stated!

24-5

LONG TERM EFFECTS;

May impact physical, aesthetic and human environment—THIS PROJECT DEFINITELY affects all 3 categories-PHYSICAL Will no longer have the VIEWS within this area

24-6

Incremental degradation of local and regional air Quality(IRREVERSIABLE)---ALL OF THIS for a ESTIMATED \$1.2MM in tax revenues for the City of Lancaster. What about the long term effects of this? Air quality is why so many call Lancaster home!

24-7

DRAFT EIR also states a increase traffic volume, noise—We will have to live with this forever---What price justifies such a altering of our environment for tax base revenues from Super center Commons at Quartz Hill

24-8

Irreversible soil erosion, increased population growth

24-9

Based on these DRAFT EIR---I ask ALL-Planning Commission Members, Mayor, Vice Mayor, City Manager, and Council Members to REJECT THE NEED FOR

24-10

ZONE CHANGE IN THE GENERAL PLAN AMENDMENT. ADD TO THIS LANE RANCH ANNUAL ESTIMATED 2012 TAX REVENUE OF \$643,000.00 Sales and property tax—DOUBLE THE ABOVE STATED OJECTIONS AS THEY ARE TOO CLOSE TO EACH OTHER.

In the end—WITH THE VAST AMOUNT OF LAND- PROXIMITY TO QHHS, TRAFFIC NOISE, BLIGHT, CRIME,AIR POLLUTION, WEAPONS, ALCOHOL, EXISTING BUSINESS'S CLOSING-DECLINE disappearance of RURAL ATMOSPHERE SAFETY AND HEALTH OF SCHOOL KIDS And 24/7 operation.....I STRONGLY URGE THAT YOU REJECT THE REQUEST FOR ZONE CHANGE FROM RESIDENTIAL AND OFFICE PROFESSIONAL TO COMMERICAL.

24-11

As a 12 year resident of the city of Lancaster, with a total of 21 years living in the Antelope Valley...I chose to buy my residence specifically for the RESIDENTIAL-- non commercial zoning of this area that I reside in. To many negative factors affect the everyday living conditions as stated from the this DRAFT EIR for the Super-Centers Location at 60th ST West and Avenue L.

24-12

Thank you.

Signed,
PAUL HARRIS
6234 W. AVE L-6 LANCASTER, CA. 93536
Concerned Homeowner/Citizen

Safety Manager Seismic Healthcare Bracing Construction
OSHA 500 Facilitator

Swain, Jocelyn

From: Karen.H.Lee@kp.org
Sent: Friday, January 30, 2009 10:53 AM
To: Swain, Jocelyn
Subject: Concerned Citizen

Dear Ms. Swain,

I would greatly appreciate you adding me to the mailing list for future hearings for the proposed development of Walmart & Target in Quartz Hill.

I had emailed you before but have not received any mailing thus far.

25-1

I am those of many who are greatly distressed about this proposed development. Both my husband & I work in Lancaster & moved to Quartz Hill from Palmdale due to the quiet, rural atmosphere that Quartz Hill area had to offer. Most of those that live around the 60th & L area had the same purpose in mind.

I can't comprehend how the city of Lancaster might think this development is a good idea for our neighborhood especially considering that a High School & it's kids will be greatly impacted. I am sure you are aware of all the other concerns (ie traffic, possible increase in crime)

25-2

I know jobs are needed & Walmart sponsors a great deal of events for Lancaster. However, I hope & still believe that Lancaster has it citizens & it's **long term** community impact as it's primary concern. I hope the city will be known for it's imagination & for it's partnership with the citizens whether then for the area that has a Walmart in every corner of its city. Thank you for your time & for all that you do for our great city.

25-3

Karen Lee
42631 Biscay Street
Lancaster, CA 93536

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Swain, Jocelyn

From: Ardell [daneard@roadrunner.com]
Sent: Tuesday, February 03, 2009 6:34 AM
To: Swain, Jocelyn
Subject: Stop Walmart & Target Shopping Center Across from QHHS
Attachments: Walmart Letter.doc

Ms Swain,

Please see the attached letter of alarm at the prospect of still another Walmart Super Center and Target being built across from Quartz Hill High School. Please urge our council members to recognize that more revenue over the well being of our youth is not in the best interests of our community. Walmart & Target can build elsewhere if they must but not next to the high school. Further, please express to them our concern over the continued erosion of the individual/small business person who truly builds the local community. Big corporations and Walmart in particular do not care a jot for the community or their impact on it. They just care about the bottom line. They remove the soul of the community. We have more than enough of them already in this Valley already. Let's keep what little sense of community we have and support our youth and independent business owners.

26-1

Sincerely,
Ardell Dane
Quartz Hill resident



26 Jan 09

Dear Ms. Swain,



I received the environmental impact disc on the building of yet more Super Walmart and Super Target centers across from Quartz Hill High School. I had hoped our efforts before had had some impact but I was wrong. Again, I am appalled that Planning Commission would even consider allowing those to go in across from a high school. Not only that, what on earth do we need more of them for? Is the Commission trying to put every independent business person out of business?

26-2

It appears the tax revenue overrides quality of life, our children's welfare, or our community. Walmart is known for putting independent business people out of work. You could argue that if they're any good they'd stay in business. I would agree if you didn't continue to glut the Lancaster/Palmdale area with Super Walmarts and Super Targets. By putting in these cookie cutter mega stores that offer nothing new and only part-time work, the Commission continues to destroy anything that makes the valley unique or an attractive place to live.

26-3

Further, putting these centers across from a high school puts our children at risk. Walmart sells firearms and/or ammunition and weapons (kitchen knives count). Why would anyone put that availability across from a school during times when tragic mishaps are not uncommon? So often they show that when people do not have access to a weapon and are forced to wait and cool down, crimes of passion are avoided.

26-4

Further, Walmart allows folks to park their RVs in their parking lots. An RV by a high school is a perfect set up for perversion be it pedophiles, pimps or drug dealers.

26-5

WHAT ARE THEY THINKING???. Have the elected officials on the commission no respect for the community or for our children? Has the almighty tax revenue blinded them to doing what is right and good for the community? I thought they were elected to protect and promote us not undermine us.

26-6

If they decide they don't care about the folks who built this valley, the independent business owners and the families who moved to Quartz Hill for a better, less crime ridden lifestyle, then they can at least move the project to Ave K or J. There are plenty of people there and it is more a part of Lancaster. I'm sure Walmart and Target can afford to make the change. They don't care about the communities they come into. That has been obvious since their inception. But we in the community care. Leave Quartz Hill alone and put your revenue attractions closer to Lancaster. It will be a win/win. What is currently planned is not a win for the children and families of Quartz Hill and therefore not for the community at large.

26-7

Sincerely,
Ardell Dane

February 1, 2009
42044 Ringstem AVE.
Apt. A
Lancaster CA 93536

Jocelyn Swain,

The Quartz Hill area does not need a Wal-mart or a Target store.

There are 4 Wal-mart stores in our valley - that is sufficient.

Here are some of the reasons why we do not need super stores here:-

Too much added traffic

Not enough water

No need for these stores in Quartz Hill - also this would be the wrong area

Wal-mart does not keep their parking lots clean - nor do they keep the area around their store clean, too close to schools.

Please - we do not want these big stores here to ruin our area.

- Jean Philley
A Quartz Hill Resident
for 24 years.



Dear Joelyn:

Please NO WARMART
on the corner of
60th St, West and
Avenue L.

We dont need it,
theres too much
traffic already and
with the school so
close its dangerous.

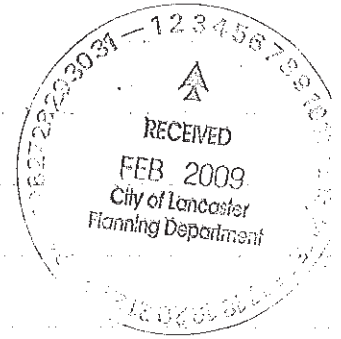
Try 65th St West
& Ave M. instead.

Francys Stoton



1/30/09

Planning Dept.
City of Lancaster
44933 N. Fern Ave.
Lancaster, CA 93535



Re: NO - on rezoning Quartz Hill

Dear Sir/Madam,

Please stop re-zoning Quartz Hill and do not develop any Super Center stores in this area.

I've lived in the AV for 24 years and have slowly watched Quartz Hill "disappear" because of re-zoning. Our rural lifestyle is very important and needs to be protected for future generations.

Thank you for your attention in this matter.

Jarvis Sullivan

Swain, Jocelyn

From: Donna Wolfe [dowolfe@ph.lacounty.gov]
Sent: Tuesday, February 03, 2009 9:01 AM
To: Swain, Jocelyn
Subject: [POSSIBLE SPAM] Letter in opposition to Wal-mart at 60th West and Avenue L

Importance: Low

Donna L. Wolfe
 41932 60th Street West
 Quartz Hill, CA 93536

February 3, 2008

City of Lancaster
 Planning Department



Dear Lancaster Planning Commission;

It has come to my attention that a proposed commercial area is to be built at the intersection of 60th Street West and Avenue L. The proposed area is adjacent to Quartz Hill High School.

There are many reasons I personally object to the building of such a center in that particular area. Among them traffic congestion, crime and destroying of an area of town that prefers to remain somewhat rural.

These points undoubtedly are difficult to deny and I'm sure you have heard the arguments many times. Although I stand firm with the argument that this is, for reasons mentioned above, an unfit area for a commercial zone I would like the Planning Commission to address the following concerns:

1. The congestion of fast food outlets next to schools is a persuading factor in childhood obesity. Now why would anyone want to support a zone change that would promote something so scientifically proven to destroy our population? Please refer to the following articles.

2. The other issue is the particulate matter that is dispersed in the air due to traffic pollution especially with large diesel trucks. It is not only the vehicular pollutants but also keep in mind the amount of road debris left from road traffic. This debris is made airborne by the extensive traffic in the area. Now imagine your child is playing football, baseball, dance team or anyone of the outdoor activities on a high school campus, do you want them exposed to air that could potentially damage their lung or in some cases take their life? As citizens of a community it is our job to protect the health and welfare of the community we live in. It is far better to not pose a potential problem than to create it and try and rectify it later. Please refer to the following articles.

These are hard questions to answer but I believe they need to be addressed by individuals who are professionals in the health care community.

The case of childhood obesity in the US is no less alarming, and according to childhood obesity facts for this country, there has been more than a doubling of obesity in preschool children as well as in adolescents aged between twelve and nineteen years of age. In the case of children aged between six and eleven years, this figure has tripled and it is believed

that, at present, there are as many as nine million children aged six or above that are obese.

Other childhood obesity facts show that almost sixty percent of obese children aged between five and ten years have a minimum of one cardiovascular disease risk factor, and twenty-five percent had two or more risk cardiovascular disease risk factors. Also, childhood obesity facts point us in the direction that, for children born in the US in 2000, the lifetime risk of being diagnosed with type II diabetes is around thirty percent for boys and forty percent for girls, and this figure rises in the case of ethnic minority groups. Not a very rosy picture!

Information available through The Health Care Center at www.thehealthcarecenter.com.

Density of Fast Food Joints Affects Obesity Rates Posted by Adam Kuban, January 14, 2008 at 6:30 PM File under newsflash: University of Pennsylvania researchers have found that counties with a higher concentration of fast food joints also have higher obesity rates:

"We found that there was an association between the amount of full-service restaurants (with waiters) in the county one lives in and a lower risk of obesity," said Neil Mehta of the University of Pennsylvania.

"Conversely, we found that the increase in the number and the amount of fast food restaurants was associated with an increase in obesity," he added in an interview."

Density of fast food restaurants may up obesity levels Patricia Reaney, Reuters NEW YORK (Reuters Life!) - If you're worried about an expanding waistline where you eat may be just as important as how much, according to a new study.

American researchers have found evidence to support the notion that fast food restaurants could be a contributing factor to the rising levels of obesity in the United States.

In a study that looked at the availability of restaurants, rather than what people ate, they discovered that eating out can have both a positive and negative impact on obesity, depending on the type of restaurant.

"We found that there was an association between the amount of full-service restaurants (with waiters) in the county one lives in and a lower risk of obesity," said Neil Mehta of the University of Pennsylvania.

"Conversely, we found that the increase in the number and the amount of fast food restaurants was associated with an increase in obesity," he added in an interview.

Mehta and Virginia Chang, of the University of Pennsylvania School of Medicine, used data from an annual telephone health survey and information from the 2002 U.S. Economic Census to examine the impact of the type and availability of restaurants on the weight of people who lived near them in 544 counties in the United States.

FACTBOX: Obesity is top health concern in U.S.

Thu Jan 22, 2009 6:05am IST

(Reuters) - The following are facts about obesity in the United States.

- * About two-thirds of adults in the United States are considered overweight or obese.
- * Obesity has increased dramatically over the past two decades.
- * In 2007, only one state, Colorado, had a prevalence of obesity less than 20 percent. Thirty states had a prevalence equal to or greater than 25 percent; three of these states -- Mississippi, Alabama and Tennessee -- had a prevalence of obesity equal to or greater than 30 percent.
- * An adult who has a Body Mass Index (BMI) of 25.0 to 29.9 is considered overweight. An adult with a BMI of 30 or above is considered obese. A BMI over 40 is defined as morbidly obese.
- * About 9 million adult Americans are defined as morbidly obese, according to the American Obesity Association. The morbidly obese population is growing at the fastest rate.
- * Obesity-related diseases include coronary heart disease, Type 2 diabetes, some cancers (endometrial, breast, and colon), hypertension, dyslipidemia, stroke, liver disease, gallbladder disease, sleep apnea, respiratory problems, osteoarthritis, and gynecological problems, including infertility.

* Obesity is associated with more than 100,000 deaths each year in the United States.
* The direct and indirect costs of being overweight or obese is \$117 billion per year, according to a 2000 report by the Office of the U.S. Surgeon General.

(Compiled by Debra Sherman in Chicago; Editing by Eddie Evans) © Thomson Reuters 2009 All rights reserved Obese Children More Prone To Asthma ScienceDaily (Jan. 18, 2001) – Fat children are at greater risk of asthma than children of normal weight, finds a study published in Thorax. Researchers at King's College London, investigated a representative sample of almost 10,000 children between the ages of 4 and 11 in Scotland and England, and in addition included more than 5000 children from 20 English inner city areas. The data were collected in 1993 and 1994. Asthma and wheezing were significantly associated with weight, with the heaviest children the most likely to have these symptoms.

Children Living Near Major Roads At Higher Asthma Risk ScienceDaily (May 23, 2005) – SAN DIEGO --Children living close to a major road are significantly more likely to have asthma than children who live farther away, according to a study presented today at the American Thoracic Society International Conference on May 23. The study found that children living within 75 meters (about 82 yards) of a major road had an almost 50 percent greater risk of having had asthma symptoms in the past year than were children who lived more than 300 meters (about 328 yards) away.

"These findings are consistent with an emerging body of evidence that local traffic around homes and schools may be causing an increase in asthma," said lead author Rob McConnell, M.D., associate professor of preventive medicine at the Keck School of Medicine of the University of Southern California. "This is a potentially important public health problem because there are many children who live near major roads."

The study included more than 5,000 5- and 6-year-old children living in Southern California, who were part of the Children's Health Study. The researchers determined how far each participating child lived from a major road: a freeway, large highway or a feeder road to a highway or freeway.

"The next step will be to verify these results with actual measurements of pollution around the homes near and distant from major roads, and to see if children who live in areas with heavy traffic develop asthma as we follow them," McConnell said.

McConnell noted that California has passed a law that prohibits building any new school within 500 feet of a freeway or busy highway.

"If we establish that children's asthma is linked with heavy traffic, then it's likely to be a long-term and expensive proposition to begin to design cities to separate transportation corridors from where children live, go to school, and engage in outdoor exercise," he said.

###

The Children's Health Study is supported by the National Institute of Environmental Health Sciences, the Environmental Protection Agency, the California Air Resources Board, the National Heart, Lung and Blood Institute, and the Hastings Foundation.

Heavy Traffic Makes Breathing A Burden In Children ScienceDaily (Dec. 17, 2007) – Exposure to traffic pollution may increase respiratory problems and reduce lung volumes in children with asthma, according to researchers who studied the effects of road and traffic density on children's lung function and respiratory symptoms in the border town of Ciudad Juarez in Mexico.

"Our results show that close proximity to vehicular traffic-related emissions, either at home or at school, can lead to chronic effects in the respiratory health of children with asthma," said Fernando Holguin, M.D., M.P.H., assistant professor of pulmonary medicine at Emory University School of Medicine, and lead author of the study, which appeared in the second issue for December of the American Journal of Respiratory and Critical Care Medicine. Traffic-related pollutants are known to be associated with asthma severity, but to what extent they affect airway inflammation and lung volume in both asthmatic and nonasthmatic

children was unknown. "Major cities along the northern and southern US borders often have high levels of vehicular traffic flows, especially at the border crossing points. Vehicular traffic emissions from the high density of border crossing traffic may be negatively affecting the health of populations who live in nearby areas," said Dr. Holguin. To investigate how specific traffic-related pollutants affected children's lung function and respiratory symptoms, the researchers recruited 200 age- and sex-matched asthmatic and non-asthmatic schoolchildren from ages six to 12. Over the course of a year, they measured road and traffic density and traffic-associated pollutants near the children's homes and schools, and evaluated each child's lung function and respiratory symptoms consecutively for four months.

Asthmatic children, but not children without asthma, were affected by living in homes in areas with high road density. They had higher levels of exhaled NO, as well as reductions in both lung volume and airflow.

Living within 50 meters of high density road areas increased the chances of respiratory symptoms in asthmatic children by more than 50 percent.

"These results may have implications for asthmatic children residing in these conditions--especially among those who may not be adequately controlled with medications--for they may be more susceptible to vehicular emissions," said Dr. Holguin.

While increased traffic and road density near schools also indicated respiratory effects in both asthmatic and nonasthmatic children, the data did not attain statistical significance in this study. Nonetheless, Dr. Holguin noted, "this finding could have significant public health policy implications because a significant proportion of schools in many countries are located in close proximity to major roads."

This is the first study of its kind to evaluate traffic-related emissions exposure in a large group of children with and without asthma over an entire year. The findings support and add to previous studies which have looked at the effects of traffic emissions on children, but it may have been underpowered to detect significant associations between respiratory outcomes and specific pollutants.

"These results are significant because they quantitatively demonstrate that closer exposure to roads lead to chronic airway inflammation and reductions in lung function," said Dr. Holguin. "This study points the way for future research to determine what preventive measures may be taken to reduce exposure and or the health effects of vehicular emissions in susceptible children."

Traffic Exhaust Can Cause Asthma, Allergies And Impaired Respiratory Function In Children ScienceDaily (Apr. 10, 2008) – Children exposed to high levels of air pollution during their first year of life run a greater risk of developing asthma, pollen allergies, and impaired respiratory function.

However, genetic factors are also at play. These are the results of a new study conducted under the BAMSE project.

The BAMSE project has monitored 4,000 children in Stockholm county from birth in order to assess whether exposure to traffic pollution during their first year of life affects the risk of developing asthma and allergies. Levels of traffic exhaust were measured at the site of the home. The results show that the children who were exposed to high concentrations of pollutants ran a 60 per cent higher risk of suffering of persistent asthma symptoms.

Respiratory function was also adversely affected, and the children were much more likely to be allergic to airborne allergens, particularly pollen.

Conclusions

1. Children who grow up in Stockholm are at greater risk of developing asthma, respiratory problems and pollen allergies if they live in areas where there are high concentrations of traffic pollution.

The BAMSE project is run by the Stockholm County Council's unit for Occupational and Environmental Medicine and the Institute of Environmental Medicine at Karolinska Institutet.

Swain, Jocelyn

From: rod duff [rduff1@antelecom.net]
Sent: Thursday, February 05, 2009 9:32 AM
To: Swain, Jocelyn
Subject: Proposed projects on Ave.K & L

Dear J. Swain,

This letter is to protest the developments proposed for the area around Quartz Hill High School on Aves. K&L. 31-1

My objections to these projects are as follows,

1. The traffic in that area is very congested with one side of the street being 45 mph and the other side being 25 mph. Children are constantly crossing and re-crossing both Ave L and 60th St.W. Any further congestion added to that area would make that area much more hazardous. Vehicles are continuously dropping off and picking up children in that area. 31-2

2. We have several Walmarts, Targets, Lowes stores in the area. We have many empty buildings all over the area of those stores in town. The area around Win Co is crime ridden and the area around the other stores are awash with panhandlers and illegal aliens. So far Quartz Hill has been fairly free of that element. We only have so many police officers to contain the problem that this development will bring. 31-3

3. Light, noise and just general pollution will increase and make the rural setting of Quartz Hill nothing less than just another piece of urban blight. 31-4

4. This sort of development will adversely affect the small local businesses. 31-5

The city has allowed the overbuilding of homes in this area and with that overbuilding has created vast areas of ghost towns and torn up land. 31-6

I moved to Quartz Hill for its quiet, peace and hope that by stopping this unnecessary development it will stay that way!

DO NOT ALLOW THIS PROJECT TO RUIN QUARTZ HILL!!!!

Sincerely,
Roderic Duff & Cynthia Kline
7229 W. Ave. Quartz Hill, CA 93536



Swain, Jocelyn

From: Bozigian, Mark
Sent: Thursday, February 05, 2009 10:34 AM
To: Ludicke, Brian; Swain, Jocelyn
Subject: FW: Draft EIR Report-Commons at Quartz Hill/Lane Ranch Town Center
Attachments: Lancaster Planning Commission-Concerns EIR.doc; Lancaster Planning Commission-Concerns EIR.doc

Another comment for the record.

MARK



From: PAUL HARRIS [mailto:pablo116@verizon.net]
Sent: Thursday, February 05, 2009 10:12 AM
To: Bozigian, Mark; Parris, R Rex
Subject: Draft EIR Report-Commons at Quartz Hill/Lane Ranch Town Center

Mr. Bozigian,

Attached please find my concerns regarding this draft. I have copied not only the City planning commission, but also Mayor, Vice Mayor and Council in regards to these projects.

I urge you to take a step back from the thought process of needed city tax revenues and look to the future legacy that you have a Direct responsibility too....PROTECTING the interest's of Lancaster's citizens as the first priority.Those that currently reside here, have paid their individual taxes, shopped locally and moved here for what it was, and have existing business's.

32-1

Yes, I strongly support the Mayor's effort to reduce crime,,,but why is it here in Lancaster...Was this not taken seriously by the prior councils action by allowing pro development in residential and business. Now WE all have this crime issue....I urge you personally NOT TO ALLOW THIS DEVELOPMENT. We have crime--most to my knowledge reported on the east side, going towards the West and attacking everything in between....Do the homework and see what 840,00 sq ft of retail space will bring..based on 24/7 operation-- it destroys why we call this area home---crime, litter, smog, congestion and noise-ruralness is lost FOREVER. The DRAFT EIR needs corrections and it clearly states"air pollution is at stake." The reason we call this place home, especially in North LA county is of the air quality. Just look at those who have call this home...from Richard Nixon to John Wayne,,,,,so that they or loved family could breathe fresh air.

32-2

Remember, how did Lancaster allow the crime that flourishes in its city boundaries??...now you need tax revenues to fight it(THIS just didn't happen overnight)...WHY sacrifice this neighborhood and destroy what we have here...the reason why we call this home..so you can collect tax revenues estimated in the DRAFT EIR for QH Commons in 2012 at \$1.2 mm AND Lane Ranch in 2012 at \$634,000. IS IT REALLY WORTH IT??

32-3

A estimated \$1.9MM to sacrifice this Lancaster annexed area to all this negative factors--so you can put a band aid with more law enforcement for the crime that exists. Think of this area....as IF THIS WAS YOUR personal neighborhood,,,,,I am quite sure you would have a different perspective if it was your young children, family ready to experience this. Remember

32-4

the Columbine scare at QHHS in 2006...We were lucky then,,,that it did not happen then..however, the odds on of it happening again with these super centers increases those odds!!! Protect our schools and children first! We can survive as a community without a Walmart

32-4

You must take a proactive approach---WHO pays for our neighborhood next after we get the blight, trash, noise?? What does the Master plan call for in getting this new crime out of our neighborhood when this happens, where do you go next... once the super centers come...so you can have tax revenues to fight your nex problem-CRIME at 60th and L.

32-5

As a 12 year + resident of Lancaster, 20+ resident of the AV...Yes I lived and experienced East Palmdale after purchasing a home there, and leaving the area to escape the crime and dead end environment of 20th east and R--I ask that you respond to me personally with your thoughts, creative ideas as City Manager, and what can be done to stop these developers' and their developments before the Planning commission meeting.

32-6

Were a grass roots organization...QH Cares, we are letting the community know what it faces if such plans happen....DO NOT REZONE THIS AREA...AFTER THE FACT...I moved here for residential...NOT COMMERCIAL.

32-7

How would you like to have 24/7 noise,,,,and a receiving dock for these super centers across from your personal house and front door. There goes a homeowners value in property down the drain, under the umbrella of fighting crime?? This does not make sense.

32-8

Attached are my initial comments to this Draft--I hope you find time in your schedule to write or contact me with how you view these projects----I look forward to your response, both professionally and personally on how this can continue.

Remember, AV was built on ag and aerospace..and plenty of room for growth. Dont put another WALMART, TARGET for tax revenues. If you really need ANOTHER WALMART not only do you cannibilize existing sales at their Store in Lancaster, you eliminate existing business's. Where is the support for those of us, that paid dollars to the City of Lancaster from prior years taxes?

32-9

Put the WALMART IF YOU MUST NEXT TO THE PRISON. Im sure you will target the right niche for such a super center. Repurchase this land, and stop this developement by Walmart.

32-10

Also, How can a publicist for a relation firm working for their client Walmart, be allowed to cover under the umbrella that Walmart is concerned what the neighborhood that they develop... thinks??before going in. What a hypocrite, he says he lives in the neighborhood, which is 30 streets east of this development--BUT plans to buy when the proposed development is built...sure why not when the market value of existing homes Drops..so he can live with the BENEFITS that Walmart brings as he so profoundly states in the local papers!

32-11

You may reach me via cell if you wish to discuss. I look forward to hearing back from you.

Sincerely,
Paul Harris
6234 W. AVE L-6

Lancaster, CA

OSHA 500 Facilitator
Safety Director Healthcare Seismic Retrofitting

Cell 661 361-9008

Swain, Jocelyn



From: Alane Alden [nursemom50@gmail.com]
Sent: Thursday, February 05, 2009 7:08 PM
To: Swain, Jocelyn
Subject: Westside Supercenters

February 5, 2009

Dear Jocelyn,

I am writing to voice my concerns over the cities proposal to rezone the area of Ave. L and 60 th street West to Commercial.

I have several concerns.

1. I purchased my home 12 years ago on Ave. M and 75 th West with the understanding that the property around this area was zoned for housing. Does the city plan on buying out the homeowners that are unhappy with rezoning to include commercial sites? 33-1

I left Palmdale for Lancaster because Palmdale did not listen to the homeowners. The city did what they wanted and is now overcrowded with commercial sites and crime.

2. There is a reason why homeowners live out this far west. We do not mind driving for conveniences. We prefer not to have our property values depreciated with a super center. We have a Wal-Mart on the Eastside and we already have one on the Westside. 33-2

If you look at the element that Wal-Mart brings I feel that you would agree that it certainly does not belong anywhere near a school.

Wal-Mart parking lots are full of baskets. The baskets might lock in place in the lot and that is exactly where they stay. Most of the time there are so many carts you are afraid to park a car for fear of damage. Also, Wal-Mart allows RV's to stay overnight with permission. What an eyesore. Try walking in a Wal-Mart. You can not even see the front door with the amount of solicitors and panhandlers that this store brings and allows to loiter outside the building. The store is unkept and encourages beggars with their lax policies on panhandling. This alone brings a bad element for the neighborhood let alone across from a school. 33-3

3. The traffic on Ave. L due to the High School is bad enough. I can only imagine what a super center would bring to the already traffic issues that are on Ave. L. 33-4

4. At this time crime on the Westside is lower than the rest of the city. Bringing in a super center will also bring in more crime. 33-5

5. A super center might also encourage truancy's from the school. 33-6

6. How is the city going to control the amount of litter that is allowed to float through parking lots in super centers, traffic, panhandlers, and solicitors. RV parking etc. 33-7

7. I feel that the city should just leave the Westside alone. We moved here for a reason. Do you not feel that every city needs a nice part that is not ruined by commercial sites? We need a part of the city that just has some nice homes. 33-8

8. I have always believed in spending money in the city I live to support it. But I do not support super centers on the Westside. 33-9

9. That area is also always flooded the minute we get a little rain, I am concerned about drainage as well. Also an increase in lighting will disturb the neighborhood. 33-10
10. Drug traffic happens often in super center parking lots. Let's not encourage that. 33-11
11. There are plenty of vacant areas where businesses have failed for these stores to occupy. Do not clutter the West side. 33-12

Thank you in advance for your considerations to these concerns and others that will come up.

I would appreciate a response to all issues raised.

Thank you,

Alane Alden
42009 Allan Drive
Lancaster, Ca. 93536
or emial
nursemom50@gmail.com

February 4, 2009

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

Dear Ms. Swain,

We are writing this notice to oppose the commercial re-zoning of two (2) projects at 60th Street West and Avenue L (NW and SE concerns). I have read the Draft Environmental Impact Report(s) and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

Effect on the school environment
Increased traffic flow
Too close to rural Quartz Hill
Drainage problems
Noise on nearby properties, homes and schools
Too close to Quartz Hill High School

Sincerely,

Paul Borzaga

Paul Borzaga
Sherrie Borzaga
4633 West Avenue M-14
Quartz Hill, CA 93536

Sherrie Borzaga



34-1



Comment Letter No. 35

February 4, 2009

Letter to the City of Lancaster:

I have lived in Quartz Hill for the last 30+ years. I enjoy the rural community immensely.

On occasions I have had to take my granddaughter to Quartz Hill High and pick her up as well.

It is always a dangerously area, heavily congested with kids and cars. I am surprised no one has been killed there yet.

35-1

It is my firm opinion that if 2 stores are added to the area, the traffic problems will intensify 10 percent. The influx of kids in the stores would increase the shopping lifting that already exists, especially with the economy the way is now. There is a hazard waiting to happen. The kids will also have a better exposure to alcohol since both Target and Wal-Mart sell it.

35-2

The loss column of both show that they are not doing well now either, so why build a big eye sore that has a high probability of going empty all too soon. That will add to the community.

35-3

We do not need either one of these stores since we have a CVS, Vons, and a Hardware store so close. Really Wal-Mart is only 6 miles away and Target is 11 miles away!

35-4

I VOTE NO ON EITHER A TARGET AND A WAL-MART TO SCREW UP THIS SMALL COMMUNITY FEELING.

Sincerely

Doris H. Davis



February 4, 2009

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

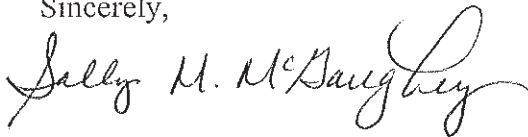
Dear Ms. Swain:

I am writing this notice of refute to oppose the commercial re-zoning of two (2) projects at 60th Street West and Avenue L (NW and SE corners.) I have read the Draft Environmental Impact Report (s) and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

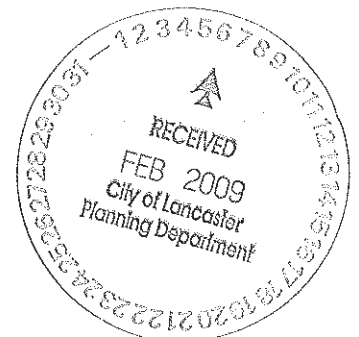
Traffic flow
Developments too near the high schools
Too close to the vicinity of rural Quartz Hill
Increased traffic in rural Quartz Hill
Drainage is never properly addressed
Effect on school environment
Noise radiating to neighboring properties (schools and homes)

36-1

Sincerely,



Sally McGaughey
2837 West Ash Glen Avenue
Lancaster, CA 93536



February 4, 2009



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

Dear Ms. Swain,

We are writing this notice to oppose the commercial re-zoning of two (2) projects at 60th Street West and Avenue L (NW and SE concerns). I have read the Draft Environmental Impact Report(s) and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

- Quality of life
- Effect of school environment
- Too close to the Quartz Hill rural community
- Traffic flow
- Noise radiating to Quartz Hill High School and the neighboring homes
- Danger in increased traffic in Quartz Hill

37-1

Sincerely,

Bob Pearce
Loretta Pearce

Bob Pearce
Loretta Pearce
42963 Sachs Drive
Lancaster, CA 93534

02-08-07
42022 - Quail-Creek
Quartz - Hill
Lancaster, CA
93536
cell # 661-444-194
Barb Wells @ yahoo.com

Attention:
Jacelyn Swain,
Associate Planner
44933 - Fern Ave.
Lancaster, CA 93534

Having read in the Quartz-Hill Connection
Newspaper about the Proposal of
a Walmart Store's possible erection
located at 60th St. & Ave. L, I
felt compelled to write.

It is my noting some elements
not conducive for location near a
School - especially a High School
where students are older with yet
more freedom.

Trash Trucks, long bed Wares Trucks,
car Parks full, organizations asking
for hand-outs, Homeless, shopping -
carts zig zagging just every where - all
lead to the fact that a far better
location (not so near residents homes
either) ought to be seriously considered

Thank you for this time of allowing
us this communication. Sincerely,

Wes & Barbara Wells

February 6, 2009
Leslie Baker
42444 65th St. West
Lancaster, CA 93536



To The City of Lancaster:

I urge you to stop the proposed rezoning process in order to build three separate superstores on these locations.

I moved to the Quartz Hill area to get away from the stores and traffic. If your proposed rezoning is accomplished I will be very upset. There is no reason that there has to be superstores everywhere. I gladly drive the 6 miles to visit them now, which is why I moved to an outlying area. If these stores are built I will boycott them forever.

Do not vote to ruin our rural community of Quartz Hill with these developments of Walmart, Home Depot, Target and Lowes.

A concerned resident,

Leslie Baker

39-1



February 6, 2009
Kelsey Jepson
42444 65th St. West
Lancaster, CA 93536



To The City of Lancaster:

I urge you to stop the proposed rezoning process in order to build three separate superstores on these locations.

I moved to the Quartz Hill area to get away from the stores and traffic. If your proposed rezoning is accomplished I will be very upset. There is no reason that there has to be superstores everywhere. I gladly drive the 6 miles to visit them now, which is why I moved to an outlying area. If these stores are built I will boycott them forever.

Do not vote to ruin our rural community of Quartz Hill with these developments of Walmart, Home Depot, Target and Lowes.

A concerned resident,

Kelsey Jepson

40-1



February 4, 2009

Letter to the City of Lancaster:

I have lived in Quartz Hill for the last 30+ years. I enjoy the rural community immensely.

I take my daughter to and pick her up from Quartz Hill High. It is always a dangerously area, heavily congested with kids and cars. I am surprised no one has been killed there yet.

41-1

It is my strong opinion that if 2 stores are added to the area, the traffic problems will intensify 100 percent. The influx of kids in the stores would increase the shopping lifting that already exists, especially with the economy so bad. It would seem like the stores are saying "come in and steal from me." The kids will also have a better exposure to alcohol since both Target and Wal-Mart sell it.

41-2

Why do we need more empty stores, the superstores are not doing as well as they were.

41-3

I would not and don't now use them since we have a Von's, CVS, DeWolfe, pet store and such only 1-4 miles away.

41-4

I VOTE NO ON EITHER a TARGET OR a WAL-MART in this area. Let them go else where!!!

Sincerely

Maureen MacKenzie

Joelle MacKenzie Student

Ashley MacKenzie Student



Swain, Jocelyn

From: Timothy Richardson [lil_timmer@yahoo.com]
Sent: Sunday, February 08, 2009 3:13 PM
To: Swain, Jocelyn
Subject: Re: Wal-mart supercenter

There would be positives and negatives to building a Wal-mart Supercenter near Quartz Hill High school. The main reason many locals living in Quartz Hill don't want a Wal-mart built is because it will put most local businesses out of business. Another problem, being a student at Quartz Hill, would be the odds of car accidents would most likely go up if the super center was built. According to Wal-mart security systems there are many cameras and security officers, so for the most part increased crime won't occur. There would probably be more increased tax revenues which would also help the Quartz Hill and perhaps the Palmdale area.

42-1

Because of the traffic congestion I think it would be best for the city to build the super center out towards 70th street west. This way it would please most people and keep the high school traffic reduced and would relax most Quartz Hill local bussinesses.

42-2

Thank you for your time and consideration.

-Tim Richardson
Quartz Hill High Student





Comment Letter No. 43

Please do not reply to this message, as it will go to an unread mailbox

Open Attachment:
-- Forwarded Message --

Ms. Swain

Date: [Fri, 6 Feb 2009 20:25:11 -0500]
From: gammie318@roadrunner.com
To: LoretaBerryquartzhillcares@yahoo.com
Subject:

The projects at 60th St. & Ave. L --Walmart right across the street School is absolutely ridiculous. It impacts the high school kids a families who purchased homes in our area for peace and quiet. This will be abominal and it will be unsafe for our kids. This goes th project (Target) right in between homes and right across the street Junior High. What was in the minds of our Lancaster council when these projects? Do they own a piece of the land? Are they for th our kids or for the safety of their investments? I am ashamed to our council people who do not give a heck about our kids and abou prices depreciating. Think about how you would feel if you lived neighborhood. Carole Strassberg, Senior Citizen Homeowner.

43-1

[Previous Message](#) | [Next Message](#)

Log Out
Home
Mail

Channels
News
Social
Groups
Support
List Groups

Benefits
Service Center
Feedback
Helpdesk
Resources
Privacy

Payment Help
Product Support
Product Updates

Call Us
Write Us
Feedback



Swain, Jocelyn

From: T. Vincent [grandmatami@hotmail.com]
Sent: Sunday, February 08, 2009 10:19 PM
To: Swain, Jocelyn
Subject: Wal-mart 60th Street west

Attn: Jocelyn Swain, Assistant Planner Lancaster

My husband and I have lived in the Antelope Valley for over twenty years now, fourteen of those years in Lancaster. Our first home was near 30th Street west and Avenue J, we moved from that location because we saw the neighborhood change, that change was due to Wal-mart. Wal-mart in the area brought the quality of life down. I felt unsafe to be out and about around the shopping area, so walks in my own neighborhood was out even if it wasn't alone. We moved to 66th West and L-4 to get away from those kind of stores. I feel safe in my neighborhood now, but if the situation changes it will most likely affect the quality of my life again. We definitely do not want these kind of stores on 60th Street West. Every neighbor I have talked to does NOT want Wal-mart in the area. How many of these stores does any community need away, if we want to shop there we will drive the very short ten minute drive. Please do not allow Wal-mart in this area, they will not improve any part of this community. Being that it has been zoned for Housing and not commercial makes me think that this is what the original plan was to begin with and changing it now would go against the majority of the people who bought homes near there. I would like to know what benefits it would make to the community as a whole? It just cannot outweigh the bad.

44-1

Thank you for your time,

Tami Vincent
6545 Lacolle Place
Lancaster, CA 93536



Lancaster City officials:

2/4/09

Comment Letter No. 45

I've been a resident of Quartz Hill for nearly 45 years. Quartz Hill does not need rezoning to bring in Wal-Mart, Target and other businesses we don't need or want.

It's a rural area for a reason - people like it and do not consider driving a few miles to shop as an inconvenience but rather a choice in order to keep the area mainly rural. Too many housing tracks on small lots is compromising enough.

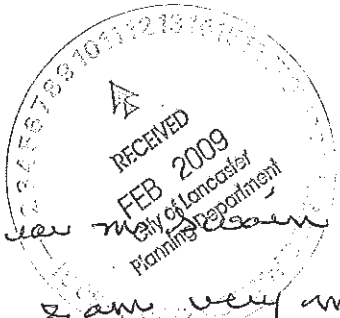
Don't further complicate the problem with unnecessary, unwanted big business centers. It would also be very poor planning to ever have a shopping area anywhere near a school, especially a high school - that should be obvious!

Thank you for your consideration in this very important matter.

Sincerely,
Mary Humphreys

45-1

RECEIVED
FEB 2009
City of Lancaster
Planning Department



Feb 6, 2009

Dear Mr. [Name] and the City of Lancaster,

I am very much concerned about the Walmart, Target, and other shopping centers being considered at both St West and Ave. L.

As for the environmental impact study done, the traffic study was not done at the high traffic times before and after school at Quartz Hill High School. There were no studies done on pedestrian or bicycle traffic at these times, and how will the air quality be affected for the outdoor sports and band practices after school? Will this harm students who may have asthma?

The nearest police station is ten miles away at Sierra Highway and Lancaster Blvd, the super stores do bring crime into the area, especially 24 hour stores.

Thank you for your consideration, please reply.

Mrs. Bonnie Hutchings

H Bill & Bonnie Hutchings
5532 W. Ave. M-4
Quartz Hill, CA 93536

46-1

February 7, 2009



TO:
Jocelyn Swain, Associate Planner, Environmental
City Of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

FROM:
Margie L. Smith
4547 W Ave L-12
Quartz Hill, CA 93536
E-Mail: smithtreska@aol.com

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the location of 60th St W & Ave L & 60th St W and Ave K & 60th St W and Ave L-8. I have read parts of the Draft EIR and do not agree with the traffic and water impact of our community. The ranchers were unable to continue with the Alfalfa growing due to the water table decreasing. Over the years it has just gotten worse. We are already being told to conserve our domestic water. And I know this for a fact as I was born here and have lived here all my life and have raised my children and now have grand & great children here. I was with the group rallying at 60th and Ave L on the 30th of January and myself counted over 350 cars going south on 60th between 7 & 7:30. Three others were counting the other directions and over 600 cars were going from east to west in that same period we were there from 6:00 until 8 AM.

47-1

Thank You

Margie L Smith

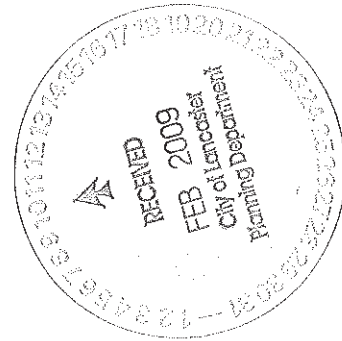
Swain, Jocelyn

From: gammie319@roadrunner.com
Sent: Tuesday, February 10, 2009 4:13 PM
To: Swain, Jocelyn

DUMP WALMART AND TARGET--THEY HAVE ENOUGH STORES IN THIS TOWN.. I live in Quartz -- if *I wanted stores around us we would have moved to the city. There are too many children around the projects presented--those who attend Quartz Hill High School and those who attend Joe Walker J.H. It is too dangerous to have in and out while kids are going to and from school. The traffic would be overwhelming. Whose rediculous idea is this to have shopping centers near schools and private homes? Is Walmart and Target going to pay me for the loss of appreciation on my home if they are allowed to build. What about the noise factor while kids are trying to learn--with the trucks up and down the street, and the cars? What about the aspect of safeness when kids are coming and going to school? Also, the Draft EIR'S do not address the depreciation factors of private property and the EIR'S do not address the noise/traffic increase.

48-1

Carole Strassberg, Senior Citizen Quartz Hill Homeowner



To whom it may concern,

We do not need a shopping center across the street from the High School. Think of the safety of our kids.

There is enough traffic in that area

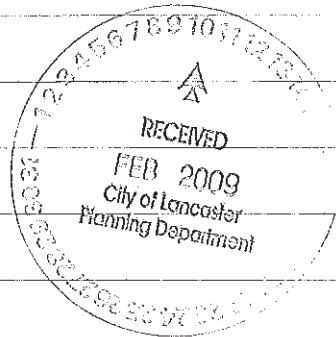
Save our neighborhood and do not rezone it.

Leave our Town the way it is.

Elaine Varner



Samuel C Varner
4518 W Avenue M4
Lancaster CA 93536-2919



49-1

Swain, Jocelyn

From: PATRICIA BEANE [pbeane@avhsd.org]
Sent: Wednesday, February 11, 2009 11:19 AM
To: Swain, Jocelyn
Subject: Project on 60th/L West

Dear Mrs. Swain:

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th West and Ave L.

50-1

I have read the Draft EIR(s) and disagree with some of its collected data. In response to the reports, I have listed my concerns for my community below. Further, I request that my concerns be addressed prior to a decision being made to approve of this zoning.

The importance of an education for students at Quartz Hill High School is my primary concern. How can you assure that each student's education is not disrupted during construction, road-widening, construction equipment on public roadways, noise and complications and delays of building and construction? All of this is before stores even open! Once the shopping centers open, a whole new set of disruptions and lawsuits will arise by students parents.

50-2

Mrs. Swain, there is a lot of empty land available for this type of project anywhere else in the Antelope Valley. Why in front of a Distinguished School? Why at the expense of students? It is difficult enough to motivate students to attend from 7:30 to 2:53, but to dangle such a carrot in front of them is reprehensible and unjustifiable... just for a profit?

50-3

Patricia Beane
Work Experience Coordinator, QHHS
District Work Experience Department Chair
661) 718-3100 ext. 126

Hard work spotlights the character of people: some turn up their sleeves, some turn up their noses, and some don't turn up at all. Sam Ewing (
<http://www.quotationspage.com/quotes/Sam Ewing/>)



Swain, Jocelyn

From: Crosby, Terry
Sent: Thursday, February 12, 2009 10:52 AM
To: Swain, Jocelyn
Cc: Tainatongo, Kelvin
Subject: FW: What we want



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

From: tammany FIELDS [mailto:tammanykfields@hotmail.com]
Sent: Thursday, February 12, 2009 9:56 AM
To: Crosby, Terry
Subject: What we want

T. Crosby,

You are asking what the people want well here it is... No Super Stores at the proposed locations in and around Quartz Hill High School. This is just wrong and will generate nothing but problems for the schools and their ability to cope with truancy, traffic, crime, litter, noise pollution and the list goes on. The only thing that makes sense to be built there is a trade school or something of that nature.

51-1

I have three children moving their way up the school and will attend the schools near the proposed sites. This is not going to do anything but ghetto another community. It will kill 50th St. West and those people who have busniess that offers goods and services that meet the needs of the 8000 or so towns people here in Quartz Hill. They need to feed their families, pay their mortgages and do you think WalMart will offer pay and jobs that will do that ? the answer is no. Please don't sell out education and our future by robbing the peace and tranquility they deserve. It would take me 7 minutes to get to the closet WalMart if I chose to shop there so why do we need one even closer.

51-2

Sincerely, Tammany Fields
5814 west Columbia way
Quartz Hill, CA 93536
661 943-1199

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Swain, Jocelyn

From: Tainatongo, Kelvin
Sent: Thursday, February 12, 2009 9:34 AM
To: Swain, Jocelyn
Cc: Ludicke, Brian; Crosby, Terry
Subject: FW: Look at all of the Advantages

Jocelyn,

Are these email comments to be considered official public comments now that the EIR is out for public review and comment? If so, is it expected that staff will respond to each comment? Please advise so that we can also inform the Mayor and Council.



Thanks,
Kelvin

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

From: Crosby, Terry
Sent: Thursday, February 12, 2009 8:27 AM
To: Tainatongo, Kelvin
Subject: FW: Look at all of the Advantages

It appears there is an organized campaign of sending letters on 60th & L. See another message received by City Council. Should I be forwarding these to Jocelyn Swain or just filing them?

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

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

From: Carmen Roberts [mailto:carmsworld@roadrunner.com]
Sent: Wednesday, February 11, 2009 7:49 PM
To: Smith, Ron; Mann, Ken; nhickling@lacbos.org; Parris, R Rex; Crosby, Terry; AV Press Editor
Subject: Look at all of the Advantages

Just think of the advantage for some, of having a makeshift camp site just a mile down the road from the California State Penitentiary. How wonderful for family members traveling a distance to visit. They can legally park in the parking lot the night before in order to get a jumpstart and be one of the first in line the following morning to go and visit their loved ones. And how convenient to have a 24 hour superstore where they can do a little shopping, buy snacks, etc. for their short camping trip. 52-1

How convenient will it be for the HS students across the street, after of course they are able to make their way thru the heavy traffic to get to school. It will bring them a most convenient place to hang out before, after, maybe even during school hours. I wonder who else might be hanging out in the same location. 52-2

Think of the 1,000+ unknowing victims that bought their homes in the West Lancaster/Quartz Hill area in the last couple of years. We all know their home values along with the rest of our home values have declined rapidly and significantly. This new project will only help further reduce their value. And to think that it was never disclosed to them that although one of the sites is zoned residential, they will soon have a new SuperCenter where they can shop. 52-3

Additional tax revenue for our beautiful City of Lancaster would be wonderful. But won't this 5th location in our Valley really only shift revenue from one store to another? Enough is Enough ~ You have all made it clear that you want to clean up this Valley by cracking down on gangs and crime, regulating the Section 8, etc. Why on Earth would you even consider allowing another Discount SuperCenter here. If you don't start to build this Valley up, it will continue to deteriorate. We have our share of SuperCenters. If that's all the better we can do ~ then perhaps we should wait until our Valley is at a point where something other than discount feels comfortable moving in.

52-4

C Roberts
Lancaster, CA

Swain, Jocelyn

From: Hellen Robertson [hellorobertson@hotmail.com]
Sent: Thursday, February 12, 2009 11:06 PM
To: Swain, Jocelyn
Subject: Opposing re-zoning at 60th St. and Avenue L

Only crazy (or greedy) people would OK building a mammoth Supercenter accross a High School! What about the increase in crime, traffic, the death sentence of the small businesses in our town, sure truancy of the students wandering into the electronics departments of the proposed stores? Have you taken a good look at the type of customers who shop at Walmart, Valley Central Way? They come to that store in their robes and rollers on their hair, they do not bother to clean up nor comb their hair... Is this what you want accross the street from Quartz Hill High School?

Either City Hall is getting money under the table to OK this nonsensical project or they are all a bunch of stupid ignoramuses! Either way, this cannot and will not be accepted! Just remember, the same way WE put you in office, WE can get you out!

Hellen Robertson
4776 W Ave J-7
Lancaster, Ca 93536
661-733-1197



53-1

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Dear Jocelyn Swain

RECEIVED
FEB 2009
City of Lancaster
Planning Department

2/14/09 ♥

Please build the new Walmart. I am an 18 year old junior at Quartz Hill High School. I do not own a car so it's very hard for me to go into town every morning to buy my Red Bull and cigarettes. If you build the Walmart I can buy these before or after school. Therefore, I would have more time to study for the classes that I failed in ninth & tenth grades.

Phone# 943-9130

Thank You,

Rashawn Cole



Swain, Jocelyn

From: Don & Cheryl [d.cooks@verizon.net]
Sent: Monday, February 16, 2009 8:09 PM
To: Swain, Jocelyn
Subject: Quartz Hill



Hello Ms. Swain

I was born at A.V. hospital almost 50 years ago, I have been fortunate enough to live in Quartz Hill my entire life only 3 different addresses so far. In Quartz Hill you could always tell when it was getting close to fair, the kids would be walking their lambs down the street, exercising and teaching them to walk on the halters. The last time I saw a lamb and it's junior exhibitor walking down the streets in Q.H. was my daughter and her friend about 3-4 years ago. Because of the increase in traffic we made the kids start working their animals in the backyards. When I was a kid I walked and rode my horse everywhere without a care or concern about crossing the roads. I thought I would never leave here, I thought I would never want to, but, sadly, recently that is no longer the case. Since I don't plan on being here forever, I shouldn't care what happens, like wal-mart and target super centers coming in here. BUT, I am still here, and I do care.

55-1

I am most concerned with the fact that those super center plan to move in across the street from the high school, that's crazy. If it has to be rezoned for this my vote is NO, it would be better to have houses there then shopping centers, homeowners usually care about where they live, but super centers don't care what happens what happens to the vicinity around them. One being the traffic, it's a mess out there in the morning at the start of school and in the afternoon when school lets out, and then to add 24/7 shopping traffic, shoppers who really aren't looking for kids to be darting across the streets, yeah I know they would make the street wider, but that is just going to make condition really unsafe for those driving or walking to and from school, in the afternoon you have got to get there at least 25 minutes before school lets out to get a place to park so your kids don't have to cross the streets, some still have to cross the streets, both sides of Ave L and 60th St. by the school are parked full. Not to mention it will be a place for the kids to hang out / hide out, making them late (morning and lunch) for school or not going at all, and booze and cigarettes that close to a high school cannot be that great of an idea. Two being the Riff Raff that comes along with shopping centers begging, bumming, stealing, etc. It's not a good combination. What's going to keep it all from overflowing to the high school. The high school with the best reputation in the valley, a safe and good school. It's an invitation for disaster. If they go in across the street the sheriff station needs to go in the high school parking lot.

55-2

Three being the trash, by trash I don't mean the Riff Raff, I mean the trash, you can tell when your near a wal-mart, you can see their bags blowin down the street, stuck on a tree or a pole, laying in the gutter, I think that is way they got rid of their blue bags, those blue bags were a dead give away they were wal-mart bags, now they look just like the rest of the trash, white bags, you have to look on the bag to see who's name is on them. We have 4 wal-marts and 3 targets in the Antelope Valley, and I for one don't mind driving the 6-7 miles to get there if I so desire, I just don't want them in my backyard.

55-3

And YES it will kill the little man (the businesses) in Quartz Hill.

55-4

We live on L-8 & 55th and have a difficult time backing out of the drive way in the morning at school time or the afternoon when school lets out, that's because people take every street they can to get home because Ave. L and 60th ST. both have a line of cars a mile long, OK maybe not a mile, but very long lines of cars and they take every side street there is to get around that.

55-5

That's my two cents worth, thanx for reading/listening,
A concerned Quartz Hill resident
Cheryl Cook



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



February 17, 2009

Dear Jocelyn,

This is the first time I have ever written a letter such as this, but I feel that I would not be doing my civic duty if I were to keep silent at this time. I have seen the several demonstrations and read the environmental impact reports regarding the building of a Wal-Mart super center at the corner of 60th Street West and Avenue L. Quite frankly, I feel this would be the worst possible place to build any kind of retail establishment, especially a Wal-Mart. The most basic reason for my concern is that a retail store of this kind would very quickly lead to the delinquency of students from Quartz Hill High School and possibly from nearby Joe Walker Middle School. I can foresee kids cutting class to hang out at Wal-Mart and also the very real possibility of drug dealers lying in wait for our children in the parking lot. This is a residential neighborhood, relatively safe, where kids walk to school from several blocks in many directions. The attraction of any large retail store would prove to be too much for many kids and I fear they would never make it to school. I've read of many crimes that take place in and around Wal-Mart centers including mugging, rape, theft and vandalism. As a parent, I strive to keep my children safe from such influences. Allowing Wal-Mart to build a super center at this location would be nothing short of purposely exposing thousands of children to these potential hazards.

56-1

There are, of course, many other reasons pointed out in the environmental impact report that should be mentioned, but my biggest concern is for the safety and well-being of the youth of our community. I hope you will take my concerns to the planning department most earnestly and do not allow Wal-Mart to proceed with its plans to build a super center at this location.

56-2

Sincerely,


Susan L. Davis

Swain, Jocelyn

From: Tianna Hierro [thierro@verizon.net]
Sent: Sunday, February 15, 2009 9:46 PM
To: Swain, Jocelyn
Subject: EIR

Dear Ms.Swain,

I am a resident of Quartz Hill writing to you concerning the EIR. I live off 57th st w and Ave K. It is my understanding that there is supposed to be a lowes shopping center going up on the nw corner. Really how many of these stores do we really need in this town? Not just that but as residents of this part of town we want to keep it like it is. It's quite and we do not have all the riff raff coming through our area that other parts of this city do. That is the way we like and want to keep it. Instead of building another store or mini shopping center use this area for better things. Such as building little league parks. Something that our kids can use and in the long run will serve the purpose of keeping our kids busy and off the streets. My daughter plays for AVGSA and we are using the pony fields in palmdale to play on, because we can no longer use the city park or tierra bonita school for our games. I as a parent would think that you as a growing city would push for these facilities for kids. Instead you want to build another target, walmart, and lowes. That will hire paroles and keep them here in our nice little town.

57-1



Swain, Jocelyn

From: scott holtfreter [plays_hockey@hotmail.com]
Sent: Sunday, February 15, 2009 11:04 AM
To: Swain, Jocelyn
Subject: The Commons

I would like to know why this shopping center is being planned, and why a WalMart supercenter is going there.

I cannot think of any good coming from this project. So, why is it being done?

58-1

thank you,
Scott

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Jocelyn,
FYI

Mr. Brian Siciliano
42028 Ash Court
Lancaster, CA 93536

11 February 2009



City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Dear Mayor Parris,

Please have the City of Lancaster reconsider turning the area on 60th Street West and Avenue L from a residential zone to a commercial zone, specifically I am against Wal-Mart and Target building in these areas. The reason I am against this idea is because the city has plenty of these stores already and the tax gain if these stores were built would be lost by the closing of stores in nearby Quartz Hill. If I need to go to Wal-Mart, I can easily go to the store on Valley Central Way. Another reason why this is a bad idea is because the Quartz Hill High School is already there. We really don't need the high school students hanging out at Wal-Mart or Target before and after school. Thanks you for your time and consideration.

59-1

Sincerely,

Brian Siciliano

Swain, Jocelyn

From: Crosby, Terry
Sent: Sunday, February 15, 2009 5:42 PM
To: Swain, Jocelyn
Cc: Tainatongo, Kelvin
Subject: FW: Super Centers At L/K-8 and 60th



Jocelyn:

Another message received by Council regarding L & 60th.....for your attention.

Terry Crosby

From: Deborah Stuart [mailto:Redneckgrl5333@msn.com]
Sent: Fri 02/13/2009 06:41 AM
To: Parris, R Rex; Smith, Ron; Crosby, Terry; Mann, Ken; Hickling, Norm
Subject: Super Centers At L/K-8 and 60th

Mr. Parris, Smith, Crosby, Mann and Hickling,

I have never been in favor the the current projects proposed at the L and 60th location and it doesn't take a Rocket Scientist to look around and see the vacant store fronts in our community. I think it will be a detriment to the school by creating an already big truancy problem, (not to mention the alcohol issue) provide excessive traffic on Ave. L in the unincorporated side and severely hurt small business' in Quartz Hill that are currently struggling to stay alive. This is just a few problems. We in Quartz Hill love our small quaint community. We have so many Wal-Mart's, Targets, Lowe's and Home Depots to shop at already should we choose to do so. Why more? Have you counted the number of empty homes that are surrounding this area lately? Drive the neighborhoods, check it out.

60-1

Mr. Smith said it will bring in revenue and jobs. Really? Will the hiring of the employees be monitored by the "E-verify" system to monitor illegals taking away jobs from tax paying citizens? All of these companies are currently laying employees off. This week in the Valley Press it was noted that we have over a million square feet of empty commercial real-estate and incentives are going to be given to the individuals who find tenants for these locations. I work for a large company in this valley. In my position, I deal with our business owners. Their sales have gone from a reduction of 35% a year ago to over 50% in sales currently. They share how they don't know if they can continue to pay their rents let alone there quarterly taxes. I ask you, what "Revenue" do you really hope to gain right now? Greed is what got our state and country into this fix and greed is a lot of what this project is about.

60-2

Please be objective with the whole picture when you put your vote to work here.

Thank you,
Deb Stuart



February 17, 2009

STEVEN J. WALDEN, MSgt (RET), USAF
6631 La Sarra Drive
Quartz Hill, California 93536

MS. JOCELYN SWAIN
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534

SUBJECT: Planned commercial re-zoning at 60th Street West and Avenue L

Dear Ms. Swain and the Department of Planning of Lancaster, California

I am writing this notification of refute and opposition of the commercial re-zoning plans for both the Northwest and Southeast corners of 60th Street West and Avenue L in Lancaster, California. I have studied, researched, reviewed the Draft Environmental Impact Report (DEIR) and have numerous questions and concerns of probable errors or omissions in the analysis and data of this report. The errors and omissions in this report are significant enough to affect the conclusion in this report and possibly influence the voting council. This report seems to be written to persuade the planning commission into believing that the data and analysis in this report is both accurate and sufficient for a vote to approve the re-zoning in this location. However, this data is momentous with flawed and swayed data that cannot be construed as truth until an unbiased study is completed and analyzed for accuracy and clarity.

61-1

During the course of this opposition letter I plan to address just a mere overview of the inaccuracies in this DEIR. I ask that the planning commission take notice to the discrepancies of the DEIR and request that a thorough, unbiased DEIR be conducted so that both the planning commission and the voting members of the City of Lancaster and Quartz Hill are afforded an honest evaluation of the planned re-zoning at the said locations prior to a vote to approve this re-zoning is completed.

The locations of these planned re-zonings affect my family and me as we are directly adjacent to these locations within one-half mile of both. These locations will have an adverse affect on both the quality of life and current serenity of our home with increases in traffic, visual characters, commercial lighting, industrial pollution (from fast food restaurants, commercial vehicles, and commercial emissions etc...). The current planned locations are zoned for (UR) which coincides with the immediate surrounding areas.

61-2

Also, with the planned re-zoning, water usage increases would result, and this after a halt of building of residential homes partially due to the lack of available water in these areas.

61-3

Finally, the simple fact that I as a retired United States Air Force member, settled my family down in the Antelope Valley and in Quartz Hill for two reasons, the job market for aviation is alive and well and the fact that my teenagers were able to attend one of the finest public schools that Los Angeles County has to offer. This institution would be forever devastated with the implementation of commercial facilities. Our teenagers would no longer have the freedom to hang out with classmates after school as the rate of crime would make a near vertical climb from the lack of crime at these locations currently.

61-4

Traffic which is currently climbing at an alarming rate would skyrocket and with the lack of available space for expansion. This effect would back traffic which at certain times of the day takes 10-15 minutes to cross the 60th St W and Ave L intersection, more than double to what it is currently. This is not a simple WAG, I have been there, and on any given school/workday more than 1300 vehicles travel this intersection in a one-two hour period.

61-5

The DEIR states that the closest LA County law enforcement facility is only 4 minutes away in Lancaster on Avenue I. This data is once again incorrect and needs to be re-addressed.

61-6

Fire protection is yet another concern. The DEIR states that a future Fire Station would have to be built, but the current budget has nothing for its funding.

61-7

The proposed increase for the storm drain is flawed. Currently, 60th Street West and Avenue L are at time completely un-passable to some vehicles as water drainage is a problem. Currently each and every overflow pond is at maximum capacity in and around Quartz Hill from the recent rain events. The DEIR states that an extension of the current system would include a 60-inch drain line directed west for about 1300 feet to the 57th Street West overflow holding pond. However, the DEIR states that future expansion if needed would be allotted for. My concern is where the current drain water that settles on the roads is making it impossible for some vehicles to pass. Is the plan for this current problem to disappear once the new drainage system is placed into the ground? This is not defined and needs to be addressed

61-8

This is a just a scratch in the surface of the errors and flaws that I as a member of this community have seen and identified. With these simple observations I respectfully request that the current DEIR be stricken and a thorough and unbiased DEIR be constructed and evaluated prior to a vote being taken on these planned re-zonings.

61-9

Sincerely,

//SIGNED//

Steven J. Walden MSgt (RET)
United States Air Force

Comment Letter No. 62
Julie R. Ankeny
43128 Flag Street
Lancaster, CA 93536
February 16, 2009

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

Re: proposed developments at 60th West and Ave. L

Dear Ms. Swain,

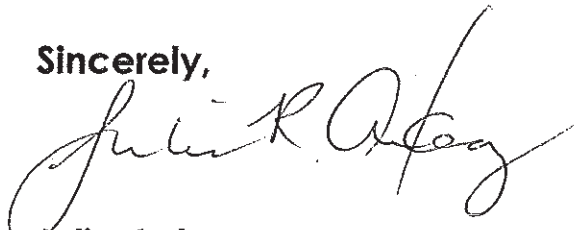
I am writing to oppose the Wal-Mart and Target developments proposed for the northwest and southeast corner of 60th and Avenue L. The developments will seriously impact many of our family-owned Quartz Hill businesses; bring unwanted traffic and noise; provide alcohol, tobacco and weapons for sale directly 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.

62-1

I know too that the result of these two MEGA stores would affect the parking situation for the QHHS as students would park in those businesses parking lots. Aren't there enough Wal-Marts and Targets in the Antelope Valley? They may bring a few jobs but they do not necessarily improve the quality of the lives of those who work there or live in its vicinity. I oppose that the City of Lancaster would benefit financially from this at the expense of Quartz Hill and its way of life. Why not build a Wal-Mart or a Target in the Downtown district close to Lancaster City Hall? Please do not let the Antelope Valley become the L.A. Basin.

62-2

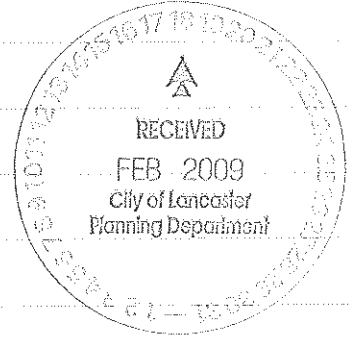
Sincerely,


Julie Ankeny



FEB 17, 2009

Project LOCATION City: LANCASTER
Corner of Ave L and both st, West



Walmart Supercenter

TARGET

home improvement store

No not want any retail stores,
FOR SURE NOT WALMART!
these stores will cause more crime
in area, Homeless people & people just
hanging around the stores.

63-1

Unita Davis

also all the
walmart stores
you have people

asking for money. 5621 W. Ave L-6
LANCASTER CA. 93536.

NO RETAIL STORES.

63-2

thank you

Notes and questions from Dave Landis, landisd@yahoo.com, cell 661-810-7147.

All section and table references below are made to the

DRAFT ENVIRONMENTAL IMPACT REPORT

The Commons at Quartz Hill

Prepared for:

City of Lancaster

***Prepared By:* Christopher A. Joseph & Associates**

Environmental Planning and Research

January 2009



All comments or questions about the Draft EIR should be addressed to:

Jocelyn Swain, Associate Planner, Environmental
 City of Lancaster
 Planning Department
 44933 Fern Avenue
 Lancaster, CA 93534
 Phone: (661) 723-6249
 Fax: (661) 723-5926
jswain@cityoflancasterca.org

Specific comments related to the reference DEIR. These do NOT take into consideration the compounding effect, especially upon infrastructure, of not one large project, but two (the other being the *Target* center at Lane Ranch) at the same intersection!

64-1

Section I

1. P 1-4, section B: What commitment has Wal-Mart actually made to building their Supercenter, given the change in the economy?
2. P 1-5, section B: What special security provisions will Wal-Mart put in place to ensure the safety of QHHS students given their announced intent to market "...alcohol for off-site consumption, pool chemicals, petroleum products, pesticides, and paint products..." all prime candidates for teen abuse?
3. P 1-5, section B: What mitigation will Wal-Mart provide to prevent interference with educational equipment, public address systems, computer systems and other electronic equipment in use at QHHS and in neighborhood houses from their "...rooftop proprietary satellite communication facilities...?"
4. P I-13, table I-1, *Air Quality Plan Consistency, Construction Impacts Construction Period Emissions- Mass Daily Emissions*: QHHS uses the grass strip near the northeast corner of the school property as a marching band practice area. Participation in marching band is rigorous physical activity. According to the DEIR, "...Emissions of NOx during the grading phase would exceed the mass emission thresholds recommended by the AVAQMD. Therefore, this impact would be considered potentially significant...." What mitigation will the project provide to prevent the dust and vehicle fumes generated during the construction of the project from bringing deleterious health effects upon the students in the marching band and flag corps?

64-2

64-3

64-4

64-5

- | | |
|--|-------|
| <p>5. P I-13, table I-1, <i>Air Quality Plan Operational Impacts Operational Emissions – Mass Annual Emissions</i>: QHHS uses the grass strip near the northeast corner of the school property as a marching band practice area. Participation in marching band is rigorous physical activity. According to the DEIR, "...based on the AVAQMD thresholds, impacts from operational emissions would constitute a significant impact." What mitigation will the project provide to prevent the vehicle fumes generated by future customers of the Wal-mart and other stores of the project from bringing deleterious health effects upon the students in the marching band and flag corps?</p> | 64-6 |
| <p>6. P I-13, table I-1, <i>Air Quality Plan Operational Impacts Operational Emissions – Mass Annual Emissions</i>: Wal-mart offers—encourages even—owners of recreational vehicles to park overnight for free on its property. Was this policy taken into consideration in analyzing the <i>Mass Annual Emissions</i> or local traffic patterns or any other factors within the DEIR?</p> | 64-7 |
| <p>7. P I-14, table I-1, <i>Local CO Concentrations</i>: "...CO hotspots would not occur near these intersections in the future with operation of the proposed project." What mitigation is the project applying to ensure that these hot spots are not generated by the vehicles using the project parking lot? What mitigation to keep these hot spots from migrating from the parking lot to QHHS?</p> | 64-8 |
| <p>8. P I-16, table I-1, <i>Odors</i>: The DEIR states "However, these odors would be considered consistent with odors generated in the vicinity due to existing residents and restaurants in the area and would be result in a less than significant impact." Since there are no public restaurants within a mile of the proposed project, what mitigation will the project provide to the odor of old cooking grease and other noxious delights to prevent an deleterious impact on the neighborhood?</p> | 64-9 |
| <p>9. P I-32, table I-1, <i>Drainage</i>: The DEIR states "The proposed runoff for the project has been determined (as shown in the drainage report contained in Appendix I), however, the outlet has not been determined at this time." When will the project provide the design of the runoff so that the public can evaluate the impact of that design?</p> | 64-10 |
| <p>10. P I-33, table I-1, <i>Flooding</i>: The DEIR states that "The nearest 100-year FEMA flood zone is located approximately 1.5 miles to the southeast of the project site As such, the project's impacts with respect to flooding would be less than significant." Historically, during periods of precipitation there has always been runoff flowing north on 60th Street West and East on Avenue L, typically flowing north along the west side of 60th Street West adjacent to the proposed project. How will the project mitigate the inclusion of this water flow into the drainage plan for the project?</p> | 64-11 |
| <p>11. P I-34, table I-1, <i>Community Division</i>: The DEIR states "Therefore, the proposed project would not physically divide any established community or uses and impacts would be less than significant." How will the project mitigate the current school rush hour traffic flow, already sometimes difficult, especially in the afternoons, when the new project will introduce new interference with that flow caused by vehicles entering and leaving the project parking lots?</p> | 64-12 |
| <p>12. P I-35, table I-1, <i>Consistency with City Zoning Classification, Density</i>: How is changing the zoning from residential to "commercial development of a site larger than two acres" consistent with the general plan?</p> | 64-13 |
| <p>13. P I-37, table I-1, <i>Construction Noise</i>: QHHS uses the grass strip near the northeast corner of the school property as a marching band practice area. According to the DEIR, "The construction noise levels experienced by the off-site sensitive receptors would range from 71.4 dBA L_{max} at the single family residential uses to the east and north to 75.1 dBA L_{max} at the nearest portions of Quartz Hill High School located to the south of the project site..." How will the project mitigate the deleterious effect of this level of construction noise on the practice of the band?</p> | 64-14 |
| <p>14. P I-38, table I-1, <i>Construction-Related Groundborne Vibration</i>: The DEIR states "The existing off-site sensitive uses could be exposed to groundborne vibration levels ranging from up to 76.1 VdB at Quartz Hill High School... the vibration levels from the project site would be attenuated to a level below the Federal Railway Administration's thresholds of ... 83 VdB for institutional uses..." Imagine trying to study quantum physics or take a semester final exam in <i>International Baccalaureate</i> calculus while</p> | 64-15 |

- sitting next to a rumbling freight train. How will the project mitigate the deleterious effect of the groundborne vibration on academic studies in QHHS? 64-15
15. P I-40 and -41, table I-1, *Extension of Infrastructure*: Are currently available water, sewer and power lines sufficiently robust to support the new development without additions to the extant infrastructure? What will the project do to mitigate impact of lower water pressure or overtaxed sewers or too high electricity demands during brown-outs on existing area homes in Lancaster, Quartz Hill and Palmdale, and on QHHS? 64-16
16. P I-51 through I-58, *Transportation and Traffic, Mitigation Measures*: Does the DEIR intend that repeated use of "the project applicant shall provide fair share contribution towards this improvement" implies sharing among 1) this project, 2) the Lane Ranch development project (Target), and the city of Lancaster? 64-17
17. P I-59, *Water Supplies, Mitigation*: Why did not the DEIR consider banning spray sprinkler heads and instead using drip irrigation to support the drought-tolerant low-water plants? 64-18
18. P I-62, *Utilities-Electricity*: Why did the DEIR not consider as a mitigation measure requiring the project to install devices to turn off air conditioning or other heavy power consuming devices in the event of a state or regional power emergency (brown outs)? 64-19



Muriel Mouring
42018 Tilton Dr.
Lancaster, Ca 93536

February 16, 2009

Mr. R. Rex Parris
44933 Fern Ave.
Lancaster, Ca 93534

Bankruptcies—ex. __Circuit City; Closings—ex. __Albertsons East; Downsizing—ex. __
Starbucks, etc., etc.,--

_____ just the right time to rezone residentially zoned property to commercially zoned
property such as that on 60th St. West on Ave. K and L.

But, do we really need another Wal-Mart, Target, Home Depot, and or Lowes in Antelope
Valley and in particular Quartz Hill? The answer is obviously —No!

Most of these stores, when visited don't seem very busy. Television and newspaper reports
seem to confirm the observation as profits for all stores mentioned are down even Wal-Mart.
Why add to their misery?

However, the lure of potential tax revenue in years ahead is a tempting prospect for Lancaster,
Too bad the land on 60th St. West and Aves. K and L could not be considered for better use
for Antelope Valley and Quartz Hill. I hope commercial rezoning will be reconsidered.

65-1

Yours truly,

Muriel Mouring
Muriel Mouring

February 15, 2009

Planning Department
City of Lancaster
44933 Fern Ave.
Lancaster, CA 93534



**RE: Public Comments
Draft Environmental Impact Report
The Commons at Quartz Hill**

My initial objection to both the Draft Environmental Impact Report for The Commons at Quartz Hill and the Draft Environmental Lane Ranch Towne Center Project is a philosophical one. In the case of these projects it is assumed that the impacts created by such developments can actually be mitigated.

66-1

The purpose of developing a General Plan is described on the City's website as "the City's long-term outlook for the future. This view of the future is a reflection of the community's vision for how our natural and manmade environments should be organized and managed. The General Plan identifies the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development." The website continues to say that "in order to keep the Plan on course, the City must, from time to time, re-examine the goals, objectives, policies specific actions in order to ensure that the General Plan remains in line with the community's expectations."

66-2

From a citizen's viewpoint, we rely on the City's existing General Plan when purchasing a home and making an informed decision on where, within the City, we would prefer to reside. While a revision to the General Plan, as with the updating of the 2030 General Plan, is one thing, a proposal for a drastic zone change under an existing General Plan is quite another.

By reviewing the Westside Zoning Map adopted with the 2020 General Plan, the entire proposed site for the Commons is designated, under the adopted General Plan, as solely single-family residential. It is completely reasonable to believe that homeowners purchasing homes within the area did so under the good-faith assumption that the City would honor the conclusions of the adopted Plan and that the neighborhoods would remain residential, at the very least until such time that the General Plan was updated. These updates would include not only public comments, but an overall review by staff to determine "how our natural and manmade environments should be organized and managed." This would represent a reasonable and informed revision to the General Plan if indeed a revision is necessary. The same cannot be accomplished through piecemeal proposals to rezone residential areas, particularly into major big-box retail centers.

66-3

The types of proposals examined under the two DEIRs- The Commons and Lane Ranch- begin with the assumption that the effects of the projects can indeed be

66-4



mitigated. However, it is doubtful that any of the measures proposed will even remotely mitigate the detrimental effects to the good-faith decisions homeowner have made by relying on City's commitments to land use adopted in the current General Plan. It is simply not reasonable to convert what is now a residential corridor into a major big-box retail strip after the fact; after the citizens of Lancaster have already purchased homes in what they believed would remain primarily a residential neighborhood.

66-4

Mitigation Measures:

The list of mitigation measures is misleading. Code requirements are listed along with supposed project specific mitigation measures. This implies the developer is proposing more voluntary measures than are actually being proposed. Code requirements are mandatory and are not mitigation measures. The community can expect these actions to be implemented regardless of the scope of a project. For example, under Air Quality in Table I-1, AQMD Rule 403 requirements are listed as mitigation, but dust control measures would be required even if this remained a residential zone. Similarly, under Hydrology and Water Quality, NPDES requirements are listed as 'code required', but, again, these are required regardless of the proposed zone change. Even a residential project must file an NOI and SWPPP if the area of the development is over 1 acre. Had this area already been zoned for such big-box commercial use, and if the project were ministerial rather than discretionary, the SRWQCB SWPPP measures would still be in effect and are, therefore, not mitigation measures at all, but code minimums. Also, the list of Best Management Practices (BMPs) is not a list of mitigation measures that do any more than comply with the law.

66-5

If the short-term construction and code required measures are separated from any actual long-term, post-construction mitigation measures specifically proposed for the life project intended to actually mitigate the detrimental effects on the surrounding neighborhoods, there is very little that suggests the project developer is doing little more than describing compliance with various state and local codes. It is not unrealistic to expect a comparison between the mitigation measures proposed for the two projects- The Commons at Quartz Hill and the Draft Environmental Lane Ranch Towne Center Project- and those that would be proposed for a project complying with the requirements of the existing CPD and OP zones at the corner of Ave L and W 60th, or a residential development, without any rezoning. The proposed use is much more intense and alters the character of the local community drastically, yet it is difficult to identify any significant differences in an EIR prepared for a smaller and obviously more compatible project which had been envisioned in the 2020 General Plan.

- Aesthetics
 - 2020 General Plan Section 19.1.5(c) requires that "on-site lighting shall create a safe environment, adhering to established crime prevention standards, but shall not result in nuisance levels of light or glare on adjacent properties."
 - Title 17, Section 17.12.1030 requires that "lighting fixtures in the parking area...shall be shielded and directed downward onto the site."
- Agriculture
 - No mitigation measures
- Air Quality

66-6

66-7

66-8

<ul style="list-style-type: none"> ○ AQMD requirements, Title 8 Chapter 8.16 Lancaster Municipal Code (LMC) requirements, and construction measures 	66-8
<ul style="list-style-type: none"> • Biological Resources <ul style="list-style-type: none"> ○ Mitigation measures include code requirements such as the RWQCB General Construction Permit. ○ A true list of mitigation measures should demonstrate compliance with the West Mojave Plan. While it is certainly not mandatory until it is adopted to cover lands within the City of Lancaster, proposing protective measures beyond code requirements is what mitigation is about. 	66-9
<ul style="list-style-type: none"> • Cultural Resources <ul style="list-style-type: none"> ○ Required by CEQA 	66-10
<ul style="list-style-type: none"> • Geology and Soils <ul style="list-style-type: none"> ○ Geotechnical investigation is required by the California Building Code (CBC). 	66-11
<ul style="list-style-type: none"> • Hazards and Hazardous Materials <ul style="list-style-type: none"> ○ Title 17 Section 17.12.230(A)(17) requires that “applicants must obtain the approval of the Los Angeles County Fire Department prior to obtaining any city permits for any use which includes the use of hazardous materials or the storage of hazardous materials or wastes.” 	66-12
<ul style="list-style-type: none"> • Hydrology and Water Quality <ul style="list-style-type: none"> ○ Code requirements of the NPDES permit issued by the Regional Water Quality Board. Project-Specific Mitigation Measures are SUSMP post-construction requirements of the NPDES permit and do not rise above code minimums to retain runoff and allow infiltration of pollutants generated from parking lots, loading docks, trash and material storage areas. 	66-13
<ul style="list-style-type: none"> • Land Use Planning <ul style="list-style-type: none"> ○ No mitigation measures 	66-14
<ul style="list-style-type: none"> • Noise <ul style="list-style-type: none"> ○ No mitigation measures 	66-14
<ul style="list-style-type: none"> • Population and Housing <ul style="list-style-type: none"> ○ No mitigation measures 	66-15
<ul style="list-style-type: none"> • Public Services – Fire Protection <ul style="list-style-type: none"> ○ Code requirements. Drive clearances, turning radii, distances to hydrants, and fire lanes are all required by code. 	66-15
<ul style="list-style-type: none"> • Public Services – Police Protection <ul style="list-style-type: none"> ○ Title 17.12 Section 17.12.230(A)(11) states that “placement of lighting shall be in accordance with recognized crime prevention, and safety principles.” In addition, the CBC requires minimum illumination of 1 footcandle on exit paths. 	66-16
<ul style="list-style-type: none"> • Public Services - Schools <ul style="list-style-type: none"> ○ No mitigation measures 	66-17
<ul style="list-style-type: none"> • Public Services - Parks <ul style="list-style-type: none"> ○ No mitigation measures 	66-17
<ul style="list-style-type: none"> • Public Services - Library <ul style="list-style-type: none"> ○ No mitigation measures 	66-18
<ul style="list-style-type: none"> • Transportation and Traffic <ul style="list-style-type: none"> ○ 22 measures all described as providing a fair share contribution. There must be a separation between which measures are project specific and which would be required of any developer, residential or commercial. If a 	66-18

residential developer would also be required to contribute a 'fair share' to each intersection, then the number of measures listed is misleading.

- The sheer quantity of measures also suggests that this is a shotgun approach which extends 2 miles north on 60th and east on Ave L. If the proposed project would contribute to traffic congestion to that distance, it is doubtful if the big-box development is at all compatible with the surrounding neighborhoods.

• Utilities - Wastewater

- No mitigation measures

• Utilities - Water

- California Plumbing Code (CPC) requires water efficient plumbing fixtures which are included in the EIR as mitigation measures. Again this is misleading. These are required regardless of the scope of the project.
- Landscaping and irrigation requirements are specified in the City of Lancaster Landscape and Irrigation Design Standards and are therefore required by code and again present a false impression of the number of developer proposed measures.

• Utilities - Solid Waste

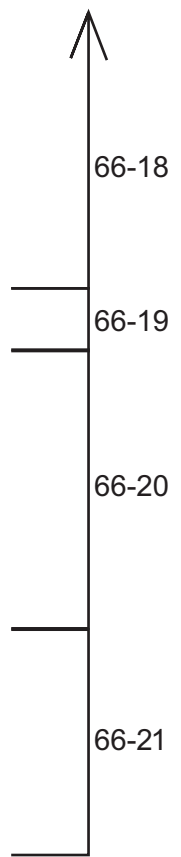
- No mitigation measures

• Utilities - Natural Gas

- No mitigation measures

• Utilities - Electricity

- No mitigation measures



Tom Sloan
6029 W Ave K1
Lancaster, CA 93536



February 19, 2009

Mr. Brian Ludicke
Planning Director
CITY OF LANCASTER
44933 Fern Avenue
Lancaster, CA 93534

Dear Mr. Ludicke:

I want to address with the City of Lancaster the following report that was prepared as part of the EIR's for the 60th and L properties:

ECONOMIC, FISCAL AND "URBAN DECAY" ANALYSIS OF THE COMMONS AT QUARTZ HILL, A PROPOSED SHOPPING CENTER REPORT.

I am not an attorney but the City of Lancaster needs to send this report back to be entirely rewritten and based upon current economic conditions.

67-1

This report was submitted to the City of Lancaster in March 2008.

It has been 1 year since this report was prepared and as you know we are in a deep recession if not economic depression.

This Economic Study is inadequate in that it is based upon future residential growth that is no longer relevant.

It is an absolute fact that the residential growth in the City of Lancaster these past 4 years was fueled by the sub-prime mortgage financial disaster.

67-2

This Economic Report needs to be revised and based upon the current financial conditions in the City of Lancaster.

It is my opinion given the 2009-2010 "relevant" economic environment that the addition of the Wal-Mart and Target stores will create conditions that will result in extreme economic competition leading to "urban decay."

I have highlighted a few key sentences in the report that are not factual given the current economic realities.

67-3

Sources of Market Support. The PMA for the Project is a fast growing residential Community of single-family detached homes with residents whose incomes are higher than the Los Angeles County average. Between 2007 and 2012 the resident population of the PMA is projected to increase by 12,544 persons that, along with general income growth in the region, should provide the major source of market support for the Project.

In addition, the Project's location coupled with its anchor stores and the presence of and adjacent retail development known as Lane Ranch, should draw additional market support from the SMA, defined here as the resident population living within a five- to 10-mile band around the Project site. Between 2007 and 2012 the SMA is projected to growth by 15,925 persons and contribute 30 percent of total market support to the Shopper.

The growth forecasts have been examined from both an historical perspective and from a review of proposed developments in the market areas. A recent listing of planned developments suggests that about 9,800 units have been proposed for development in the PMA alone that could generate population growth over 29,000 persons. While the actual timing and delivery of this product is open to some question, particularly in the current market where mortgage foreclosures have spiked and access to mortgage debt has become more difficult, the forecasts appear to be realistic in their suggestion that major growth is likely to continue in the Antelope Valley subregion well beyond 2012.

Please keep in mind the report is dated March 2008 and states that the forecasts appear to be realistic.

In addition, the report needs to address the current "Urban Decay" being caused by the 2 current Wal-Mart Supercenters in the City of Lancaster.

Look at Challenger and Avenue J; both the Albertsons and Rite Aid are closing in the shopping center at the southeast corner.

Again I am not an attorney and I am just a citizen in the City of Lancaster; ^{please} take the time to revise this report based upon the now current economic conditions and the fact the mortgage money that fueled the past residential growth will never happen again.

Sincerely;

Ray Chavira

3753 E. Avenue I, Spc. 113

Lancaster, CA 93535

(661) 946-8109

67-3

67-4

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67-7

Swain, Jocelyn

From: Debby Deskin [debbydeskin@roadrunner.com]
Sent: Thursday, February 19, 2009 7:19 PM
To: Swain, Jocelyn
Subject: Proposed developments at Ave L and 60th Street West

Dear Ms Swain

I am writing to oppose the proposed Walmart and Target developments at 60th Street West and Avenue L.

68-1

**Where did the figures come from regarding traffic at L and 60th?

**Where is the water going to come from for these commercial sites? Please have the figures checked regarding the expected water usage.

68-2

**What about all the empty buildings right now in the city of Lancaster?

Has a study been done to justify more commercial buildings and are there enough potential businesses for these commerical spots? Please check your statistics on this.

68-3

I understand that the city needs more revenue. But what about the added cost due to crime? Will it be worth it. Please check your statistics on increased crime rates where WalMart and Target supercenters are built.

68-4

Thank you,

William Deskin
42311 Camellia Drive
Quartz Hill, CA 93536



Swain, Jocelyn

From: Crosby, Terry
Sent: Thursday, February 19, 2009 8:20 AM
To: Swain, Jocelyn
Subject: FW: Concerning the Wal-Mart Supercenter

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

From: Daniel Dominguez [mailto:dandominguez001@yahoo.com]
Sent: Wednesday, February 18, 2009 8:03 PM
To: Crosby, Terry
Subject: Concerning the Wal-Mart Supercenter

As a student presently attending Quartz Hill High School and as a citizen of the Antelope Valley of eighteen years, I implore you to consider the ramifications of allowing a Wal-Mart to be built on the corner of Avenue L and 60th St. West. Simply from visiting the Wal-Mart Supercenters already in the Antelope Valley one can see that the corporation's presence has not had any sort of positive influence. Across the country it can be seen that these stores destroy the small businesses and destroy all alternatives and thus forcing us to shop at these Supercenters. The employees of Wal-Mart are not treated with dignity or respect; the corporation simply sees them as employees and us as consumers. They can't provide the decency and positive environment that small businesses can. Imagine how simple it would be for a student to cross the street and purchase a firearm or cigarettes. Just because students are under the age of twenty-one does not mean that they will not find methods of procuring alcohol and bringing it into the school. Again, from my heart of hearts, the community is relying on the Lancaster City Council to prevent such an atrocity to occur.

69-1

Sincerely,

Daniel Dominguez



Swain, Jocelyn

From: JOSEPH LUTHERN [joelut35@verizon.net]
Sent: Thursday, February 19, 2009 6:41 PM
To: Swain, Jocelyn
Subject: Wal mart/Target Centers

The E.I.R. does not cover the impact on 57th street west from L to L8 what will this street turn into when the Target center is being built and after the completion? It will turn into a freeway.

Thank You, Joe Luthern

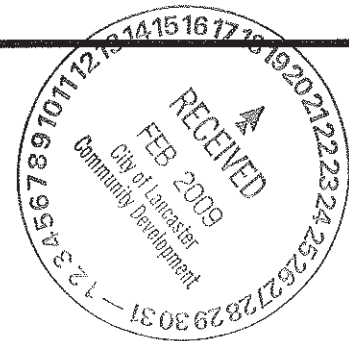
70-1



Swain, Jocelyn

From: Amy Nelms [anelms@roadrunner.com]
Sent: Friday, February 20, 2009 11:02 AM
To: Swain, Jocelyn
Subject: Westside Supercenters

Importance: High



Hi Jocelyn,

I am against the Westside Supercenters, because I am a resident of Quartz Hill with these concerns:

1. I drive among hundreds of other parents every weekday morning and afternoon to take and pick up the kids to schools on multiple sides of the 60th West and Avenue L intersection. We attend Sundown Elementary School and Joe Walker Middle School; and within a year, include Quartz Hill High School. We do not need any more driving traffic, nor an increase in pedestrians, at that intersection. 71-1

2. The stores will be an awful distraction for the middle school and the high school students. Those kids will find a way to 'hide out' in the stores. I can also imagine a group of tall, gang-looking males, hanging out in the parking lots as meeting places to sell drugs and stand around smoking. Maybe the parking lots will be great arrest spots for the sheriffs. 71-2

3. We lived on the east side of Lancaster, and then they built the Wal-Mart at the 20th East and Avenue J intersection. There was an increase in car and semi-truck traffic, and there was a helicopter in the sky most nights, looking for shop-lifters leaving the Wal-Mart. Of course, the worst food chain 'restaurants' are built near the bigger stores, and the smell in the air from the food-fryers is disgusting. The night-time lighting outside the store is hideous, especially if you have a 'view'. The amount of trash around the parking lot of the Wal-Mart is unbelievable. The trash covers the nearby chain link fences, and also blows eastward into the next field/housing tract/parking lot. 71-3

4. The prison is gross enough, 50th Street West is marginal, but these major retailers will absolutely turn Quartz Hill into a 'trashy' place to live. As a young high school football player or baseball player, can you imagine practicing and playing across the street from a Wal-Mart? The football/baseball night games might even be lit up by the Wal-Mart parking lot lights. Quartz Hill is barely hanging on, but with the addition of the proposed retailers, I would not hope for any improvement. I would look for the eventual downgrading of Quartz Hill. 71-4

5. There are existing retailers within a 15-minute drive of Quartz Hill. We drive there approximately once a month to pick up cheap household supplies. With the current economy and market, who is going to support more new stores? Lower socioeconomic residents depend on these retailers, therefore with the building of more Supercenters, I would expect an influx of residents who can afford only these types of stores. If these Supercenters drive the local grocery stores out of business, there will be a problem for consumers such as myself. The local Albertsons at least tells you where their produce is from. Wal-Mart sources are a mystery in the fresh food department. Actually, some Wal-Mart processed food is a mystery, too. 71-5

6. There is available national data pre-Wal-Mart, versus post-construction Wal-Mart, but I would hope that this has already been addressed. 71-6

7. One question: With the tax revenue expected from these Supercenters, what will Quartz Hill get? New community buildings? Better paved roads? Smaller classroom size? Art classes in schools? 71-7

Thanks,
Amy Nelms
Quartz Hill resident

February 19, 2009

TO:

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

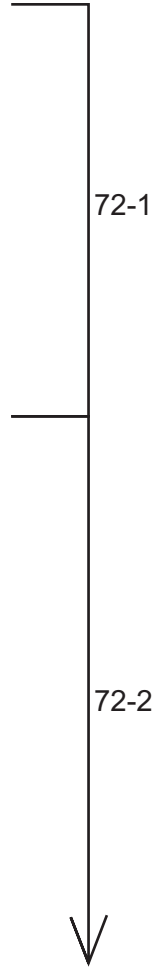


FROM:

Margie L. Smith
4547 W Ave L-12
Quartz Hill, CA 93536
E-Mail: smithtreska@aol.com

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the location of 60th St W & Ave L. 60th St W and Ave K. 60th St W and Ave L-8. I am a second generation native of the west side of Antelope Valley. I have lived here all of my 75 years and have raised my six children. All my children graduated from Quartz Hill High School. Seen my off springs raise their children and grandchildren in the Valley. (still all living here.)

I have read parts of the Draft EIR and do not agree with the traffic and water impact of our community. The ranchers were unable to continue with the Alfalfa growing due to the water table decreasing. This was discovered in the 1930's. My parents owned a alfalfa ranch and lost it to foreclosure in 1937 because it cost too much to pump the water from wells that had to be drilled deeper because the water table at that time was sinking. Where is the water going to come from now??? Over the years it has just gotten worse. More homes have been built and more water usage to the point that Sundown school is installing a pump to create more pressure for the school. More over the homes built on the far



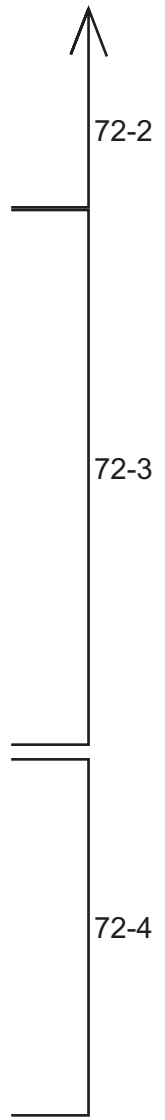
eastside have no water pressure and the homes now occupied are having to arise earlier than necessary to shower before the sprinkler systems go off as the pressure is so low. We are already being told to conserve our domestic water.

I was with the group rallying at 60th and Ave L on the 30th of January and myself counted over 350 cars going south on 60th between 7 & 7:30. Three others were counting the other directions and over 600 cars were going from east to west in that same period. We were there from 6:00 until 8 AM. Traffic has always been bad at both intersections (60th & Ave L & 60th & Ave L-8. More of the students are now driving to and from school, walking and riding bicycles which is a large cause of congestion between the hours of 6:00 & 7:30 AM, 2:00 & 4:00 PM. Plus the families commuting to LA leaving for work around 6:30 AM coming home from 5:00 PM.

We do not need Big Box store in that area, or for that fact in Quartz Hill. The small business we have would be unable to stay open. We would also lose the large chains we now have in our area. Which include Albertson's, Von's, and Stater Bro's. I for one do not mind driving a few extra miles to do my shopping. They are close enough and far enough to be convenient. With the cars we have now mileage is not a problem

Thank You

Margie L. Smith



RESPONSE TO EIR FOR "THE COMMONS AT QUARTZ HILL"

Michael Thacker
6239 W. Ave L 6
Lancaster, California
93536
661-609-8265



February 19, 2009

Lancaster Planning Department
To whom it may concern:

In regards to the EIR for the Walmart Supercenter at 60th St. West and Ave. L in Lancaster, otherwise known as "The Commons at Quartz Hill", I would like to make the following requests for additional information not addressed, or apparently not addressed in the EIR.

1. Where specifically will the runoff be stored during heavy rain conditions after it leaves the site and who or what agency will pay for it? Where will flood water flow if the designated site catch basins reach their maximum capacity and aren't able to hold any more run off?
2. Who will pay for the "1300 feet" of storm drain proposed in the EIR and the "onsite detention"? How will the "onsite water quality treatment" be monitored and what agency will do the monitoring?
3. Who will pay for the "water quality basins, bio-swales, bio-retention, continuous deflection systems, catch basin inserts, or other proprietary solutions"? Will the City of Lancaster be required to pay for this?
4. What will be the total impact on Quartz Hill High School? What percentage of crime increase should be expected? How will the crime impact be calculated and or mitigated?
5. Will additional security be needed at QHHS and how will this be determined? What agency will make this determination and whether or not it is relevant to the EIR?
6. Who will pay for additional security that may be needed at Quartz Hill High School and at what cost to taxpayers? Will an additional deputy be needed for security and who or what agency will pay for this annual expense? How will it be determined if more security will be needed at QHHS?
7. Specifically, how much onsite security will be required of "The Commons at Quartz Hill"?
8. Who or what agency will pay for onsite security?

	73-1
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	73-8

- 9. How will the owners of "The Commons at Quartz Hill" mitigate the migration of truant students to their property during school hours?
- 10. How many hours a day will onsite security be available and will they be armed?
- 11. Why isn't the intersection of 65th St. West and Avenue L-8 included in the report when it is less than one half mile from the project and will be severely impacted?
- 12. Will there be an additional traffic light added at that intersection and will the street be widened to 3 or 4 lanes all the way to Ave. L and who will pay for this?
- 13. Will crosswalks be put in at Ave. L 4 and 65th St. west and who will pay for this?
- 14. Will the dangerous intersection of Ave. L 4 and 65th St. West also have a traffic light installed that will allow the children of those adjacent neighborhoods to cross safely and who will pay for this?
- 15. Who or what agency will pay for infrastructure upgrades that Southern California Edison may need to install?
- 16. Exactly how long will the disruptions in service that may be experienced by the SCE customers in the area actually be during projected service upgrades?
- 17. Will Southern California Edison be able to accommodate the proposed projects demand for electricity services without infrastructure upgrades?
- 18. What is the projected "electrical load demand" of the project?
- 19. Who or what agencies will pay for the sewer upgrades required in the project?
- 20. In the economic, fiscal, and "urban decay" analysis of The Commons, section of the EIR, page C-3 under "Income" it is stated "the per capita personal incomes for the PMA and SMA are projected to 2012 using an annual compound growth rate of 3.5% that is applied to the baseline 2007 estimates. This magnitude of growth is consistent with the State's annual per capita income growth that has been experienced over the 7-year period 1999-2006". These estimates grossly over estimate the current growth and projected growth for the current PMA and SMA due to the adverse economic conditions we are currently in and will be in for the foreseeable future. This glaring inadequacy needs to be looked at by the City of Lancaster and I would request a more accurate analysis based on the current economic conditions we are in. **This whole section of the EIR has been skewed because of these false assumptions.**
- 21. The EIR does not specifically address the impact on specific current retailers in the PMA and SMA, but does imply if not specifically state that the "projects" will provide an overabundance of retail space at current estimates, and as I would argue the "current estimates" are skewed estimates as stated above. The EIR should address the direct impact on the Vons shopping center on 40th St. West and Ave. L, as well as the numerous retailers along 50th street West in Quartz Hill in clear and specific language.

[Redacted]

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[Redacted]

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[Redacted]

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[Redacted]

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[Redacted]

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[Redacted]

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[Redacted]

73-20

[Redacted]

73-21

22. Why aren't any responses from the responsible water agencies included in the EIR, whereas other agencies' letters are? Were water agencies even asked to participate or given an opportunity to respond?

73-22

23. Will noise mitigation be required at Quartz Hill High School due to the increase in truck traffic and traffic in general? Who will pay for this noise mitigation if it is determined to be needed?

73-23

24. Will noise mitigation be required for the current residents of the surrounding impact area? Who will pay for this noise mitigation if it is determined to be excessive noise?

73-24

25. What agency will determine whether or not noise mitigation will be required?

73-25

26. How will excessive light emissions from the project be mitigated? What agency will monitor this problem and determine and enforce a proper level of light propagation?

73-26

Sincerely, Michael Thacker

Signature

Swain, Jocelyn

From: Loretta Berry [quartzhillcares@yahoo.com]
Sent: Monday, February 23, 2009 4:35 PM
To: Swain, Jocelyn
Subject: 60th West/Ave. L DEIR's
Attachments: February 23 DEIR's 60th-L.doc

February 23, 2009

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Email: jswain@cityoflancasterca.org



FROM: Dennis and Loretta Berry
4815 West Avenue L-2
Quartz Hill, CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of the two (2) proposed projects on 60th Street West and Avenue L. I have reviewed the Draft Environmental Impact Report's (DEIR's) and have found several aspects for which I believe the supporting data or analysis is in error. I consider these deficiencies to significantly affect the conclusions drawn in the DEIR's and therefore refute the applicability of the DEIR's for assessing the impact of the proposed project to the environment and the community.

I am providing twenty-three (23) comments as an attachment. Given more time, I could come up with many more objections with these two (2) DEIR's. I request that these concerns be kept on record as public comment to the DEIR and that they be addressed before any decision is made to approve the proposed re-zoning.

74-1

Regards,

Loretta Berry
661-943-7650

Obviously, most of what I have to say is repetitive at this point, but the need to send written comment is needed just the same.

74-2

As I said on Wednesday, Feb. 18, at the Planning Commission hearing, 45 months would NOT be long enough to find all the fallacies of these two DEIR's. This is comment on both of them, as I noticed most of the statements made were copied and pasted to both.

#1 The traffic studies are completely inadequate and do NOT speak the truth about the amount of current or proposed traffic in this area. On several occasions we were out at the intersection of 60th West and Avenue L (as well as 60th and L-8) and we counted over 1300 vehicles in a two-hour period. We have pictures (they can be provided) of traffic backed up in all directions for more than 1/2 mile at any given time.

74-3

The traffic studies did NOT include traffic, pedestrian traffic or bicycle traffic, both of which are very pronounced and will be affected, especially by Sundown Elementary and Joe Walker Jr. High.

The traffic studies do NOT include where the flow of traffic will be diverted ie; into and through existing housing tracts, to avoid the traffic congestion of this major intersection.

74-4

The traffic studies do NOT include how the flow of traffic into and through existing housing tracts in order to avoid the traffic congestion of this major intersection, will affect home owners in these tracts.

When were the traffic studies at the intersections in this DEIR's done? If they were not done between 6:00a.m. and 8:00a.m. on a week day/school day, or from 3:30p.m. and 7:30 p.m. on a week day/ school day, then they are inadequate and inaccurate and MUST be redone.

74-5

No where in these DEIR's was the safety of our school children mentioned. And yes, this is an environmental by-product of these proposed projects.

74-6

#2 The statement that building these centers will in fact IMPROVE the air quality of the Valley because Quartz Hill/west side residents will not have to travel five whole miles away to go shopping is a JOKE! The air quality out here will be severely impacted with all the extra added congestion of service vehicles, delivery trucks, transport trucks, big rigs, trash trucks, public safety vehicles, etc. Please do NOT insult our intelligence with this dribble. The air quality report is inaccurate and inadequate and MUST be redone.

74-7

#3 Public services- Fire. It says right in these DEIR's that the LACFD REQUIRES that a fire department be within one (1) mile of these shopping centers. Then it states that the nearest station #84, is 1.8 miles away!

74-8



The DEIR's go on to say many things about fire safety, all of which MUST be re-addressed. To say that rescue vehicles will not be impacted in their travels through this area, mostly two-lane roads, is another inaccurate statement.

74-9

#4 Public services- Police. The DEIR's state that the Lancaster Sheriff's Station is six (6) miles away. This is completely inaccurate, as it is well over ten (10) miles away on Sierra Highway. Again, with false statements like this, there is no telling how many other false statements there are throughout these reports.

74-10

The DEIR's state that there "could" be an increase in crime in the community surrounding these proposed projects. Are you serious? There MOST DEFINATELY will be an increase in crime and these FACTS are well documented in EVERY case where a big-box type center went into a small town! How can the public or the Planning Department take these DEIR's seriously when they are full of documentable holes?

74-11

The DEIR's state that the Lanc. Sheriff's station's current response time out to the west side is 5.5 minutes. Where is the documentation and proof of this? We who live out here know that is another fallacy. And it goes on to say that this response time will in no way be affected by these supercenters being built. Did they not just put in a police sub-station at the Eastside Walmart because of the increase in crime?

74-12

No where in these DEIR's did it discuss the fact that Walmart allows campers (transients) to camp out in their parking lots. Next to a school? Three (3) schools? Are you kidding me? This is what our city leaders want for our school children? You may not think this is an Environmental issue, but by God it surely is. The environment our kids will be in and MUST be addressed.

74-13

#5 The DEIR's have inconsistent remarks and declarations concerning any historical significance of this site.

Has any authoritative bodies been called in to research this area? The West Antelope Valley Historical Society? What about an archeologist? We (the Antelope Valley) have already witnessed the razing of a very historically significant building, the Rowell adobe house, in Lancaster. Do NOT make this same mistake again, of dismissing our local history to build an unwanted, unneeded shopping center.

74-14

#6 There were buildings and other life on this property (NW corner) before it was razed. The DEIR's DO NOT address the historical significance of those buildings. The historical significance of the Lane Ranch is NOT addressed in the DEIR. The Lane's are founders of the west side and Quartz Hill. The desecration of their ranch would be an injustice to not only the QH community but the entire Antelope Valley (as was the desecration of the Rowell adobe house).

74-15

#7 This DEIR does not recognize the fact the Native American Indians lived here in the AV in particular on the west end of the Valley. It failed to recognize the impact of the present day Native Americans who live and reside here as well as attend school at either Sundown

74-16

Elementary (within 2 miles of the proposed sites) and/or Quartz Hill High School and Joe Walker Jr. High. Quartz Hill High School is a historical resource as per the definition in Definition of Impacts. It is important for scientific, historical and religious reasons to cultures, communities, groups, or individuals and also is important in the traditions of a society.

5.2 Definition of Impacts states:

The CEQA requires consideration of project impacts on archeological or historical sites deemed to be historical resources. If the project will cause a substantial adverse change in the characteristics of a resource that convey its significance or justify or justify its eligibility for inclusion in the California Register, or a local register, either through demolition, destruction, relocation, alteration or other means, then the project is judged to have a significant effect on the environment according to the CEQA guidelines (Title 14, California Code of Regulations [CCR], Chapter 3).

Historical resources are places or objects that are important for scientific, historical and religious reasons to cultures, communities, groups, or individuals. Historical resources may include archeological sites, architectural remains, and other artifacts that provide evidence of past human activity. Historical resources can also include places of importance in the traditions of a society. To determine impacts to historical resources, it is necessary to assess the significance of resources and the effects of the project on their significance. The significance of resources in the project area is based on their importance to scientific-historic research, their importance to Native Americans, and their educational and community value for the general public.

Section 15064.5 of the CEQA guidelines pertains to the determination of the significance of impacts to archeological and historic resources. Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation.

Direct impacts may occur by:

- Physically damaging, destroying, or altering all or part of the resource;
- Altering characteristics of the surrounding environment that contribute to the resources significance;
- Neglecting the resource to the extent that it deteriorates or is destroyed; or
- The incidental discovery of cultural resources without proper notification.

Indirect impacts primarily result from the effects of project-induced population growth. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources. Due to their nature, indirect impacts are much harder to assess and quantify.

#8 The historical and academic aspects of Quartz Hill High School have NOT been addressed in this DEIR. Where are the studies done that show the impact of a shopping center within 1 mile of one of the most prestigious high schools in the state?

Quartz Hill High School is a public, co-educational high school previously located in Quartz Hill, California. Founded in 1964, it is the third oldest comprehensive high school in the Antelope Valley Union High School District. Quartz Hill High School is consistently ranked as the top school in its district and one of the top schools in the state according to the Academic Performance Index. Quartz Hill High School is one of 65 high schools in California to offer the International Baccalaureate (IB) Diploma Program, which began at the school in 1998. Advanced Placement (AP) classes are also available in nearly all academic departments. Quartz Hill High School is the only school in the district to have a student receive a perfect score on the SATs.

74-17

Quartz Hill High cannot continue to thrive and succeed in the level of quality education described here with the distraction and terrible influences that this project would bring to the immediate neighborhood and that these influences could not help but spew onto the Quartz Hill High School campus.

The impact on the learning environment and the very rural country lifestyle that Quartz Hill High School enjoys has to be fully investigated and considered before any meaningful EIR can be produced.

#9 Alternative 1 states that if the site remains undeveloped that it “would continue to be vulnerable to dumping.” This needs to be addressed, because the entire Antelope Valley is a desert and is vulnerable to dumping.

74-18

#10 Alternative 2 states that this land is currently zoned for urban residential with the sentence added “intended to provide for single-family dwellings in an urban environment with full urban services.” As an urban community we have all the urban services we need and/or want, even more, within a five-mile radius. These shopping centers, as well as the 70+ downtown Quartz Hill businesses, were not addressed in the EIR. Several things NEED to be addressed. First, the EIR states that the residents who live out here need shopping centers provided for their commute home. With the major commute coming from the Antelope Valley freeway, there already is existing shopping. On Avenue K between 10th Street West and 60th Street West (the proposed site) there are at least five (5) major shopping centers, including a brand new Lowe’s, and dozens of strip malls. On Avenue L between 10th and 60 West there are at least five(5) major shopping centers and dozens of strip malls. On Avenue J between 10th and 60th there are at least six (6) major shopping centers, including a Super Walmart and Home Depot, and dozens of strip malls. Second, in ALL of these existing shopping centers and strip malls there is an overwhelming number of vacant storefronts (pictures have been taken and can be provided). This MUST be addressed in the City planning. To add more sprawl while there is much existing blight now is NOT “economically sustainable” as suggested in the Environmentally Superior Alternative section.

74-19

It is also NOT mentioned that there is already adequate hardware store shopping in this area. DeWolfe Hardware and Lumber, who has served this area for more than 50 years, is less than

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two (2) miles away. Home Depot is less than four (4) miles away as well as a brand new Lowe's, less than 5 miles away. SATURATION and BLIGHT MUST be addressed in the DEIR. Nor was it mentioned that H & E Home Builders Supply, less than 5 miles away, recently went out of business and that building is still standing empty, creating blight.

74-20

#11 "The proposed project would not result in a cumulative noise impact (traffic)." Are you serious? As discussed previously, this is currently an undeveloped piece of property. To add a shopping center the size of the one proposed would NOT result in any more noise? Where is the study on this? Undeveloped land with a few houses vs. major shopping center with a Super Walmart, Target, Home Depot, gas stations/mini-marts and eight other buildings for retail and fast food. This MUST be readdressed.

74-21

#12 I do not see Valley Fever mentioned in the construction stage of this project in this DEIR. With over 35,000 new cases per year in California alone, this MUST be included in this EIR.

- Valley fever is an emerging and sometimes deadly fungus infection.
- The valley fever fungus lives in soil and is spread through the air.
- Farmers, construction workers, and others who engage in activities that disturb the soil are at highest risk for valley fever. People with weak immune systems and persons of certain racial groups can become seriously ill from the infection.
- Valley fever is treatable with fungus-killing medicines.
- Persons at risk for valley fever should avoid exposure to dust and dry soil in areas where valley fever is common.

What is valley fever?

Valley fever is another name for the sometimes deadly infection coccidioidomycosis. It is called valley fever because the organism that causes it is commonly found in the soil of the southwestern United States, Mexico, and parts of Central and South America.

Valley fever usually affects the lungs. When it affects other parts of the body, it is called disseminated valley fever.

74-22

What is the infectious agent that causes valley fever?

Valley fever is caused by *Coccidioides immitis*, a fungus. The fungus produces spores that can be inhaled when they get into the air. Spores are hardy forms of the fungus that can live for a long time in harsh environmental conditions such as heat, cold, and drought.

Where is valley fever found?

The valley fever fungus grows naturally in soil in the southwestern United States and in parts of Central and South America.

How do people get valley fever?

Valley fever is spread through the air. If soil containing the valley fever fungus is disturbed by construction, natural disasters, or wind, the fungus spores get into the air. People can breathe in the spores and get valley fever. The disease is not spread from person to person.

What are the signs and symptoms of valley fever?

About 60% of infected persons have no symptoms. The rest develop flu-like symptoms that can last for a month and tiredness that can sometimes last for longer than a few weeks. A small percentage of infected persons (<1%) can develop disease that spreads outside the lungs to the

brain, bone, and skin (disseminated disease). Without proper treatment, valley fever can lead to severe pneumonia, meningitis, and even death.

How is valley fever diagnosed?

Valley fever is diagnosed with a blood test or culture.

Who is at risk for valley fever?

Anyone can get valley fever, but people who engage in activities that disturb the soil are at increased risk. They include:

- Farmers
- Construction workers
- Military personnel
- Archaeologists

People with weakened immune systems are at increased risk for disseminated disease. HIV infection, as well as medical advances like chemotherapy and organ transplants, cripple the immune system and weaken resistance to fungus infections. Others at increased risk for disseminated disease are: elderly persons, African-Americans, Asians, and women in the third trimester of pregnancy.

What is the treatment for valley fever?

Valley fever can usually be treated with fungus-killing medicines.

How common is valley fever?

An estimated 50,000 to 100,000 persons develop symptoms of valley fever each year in the United States, with 35,000 new infections per year in California alone. In Arizona, the incidence of reported cases was 15 per 100,000 in 1995.

Is valley fever an emerging infectious disease?

Yes. Valley fever is on the rise because of the growing number of people who are moving to areas where the disease is common (such as Arizona) and increases in the number of persons with weakened immune systems.

Recent natural disasters have also triggered a rise in valley fever cases. The central valley of Southern California had a 4-year epidemic of valley fever in the early 1990s after a severe drought. Cases of valley fever also increased in persons exposed to billowing dust released by the January 1994 earthquake in Northridge, California.

How can valley fever be prevented?

There is no vaccine against valley fever. Persons at risk for valley fever should avoid exposure to dust and dry soil in areas where valley fever is common.

#13 The DEIR states that the proposed project would cause no significant impact to public services. This is inaccurate. The Antelope Valley Sheriff's Station is ALREADY under staffed and inadequate for the population of the AV. There is plenty of data available, including walmartcrimereport.com, siting the increased crime when a big-box store is built. Where is the study of a typical response time out to the QH area? One person at the Sheriff's station saying that there will be no need for added public services is inadequate and inaccurate.

#14 Crime is a HUGE issue and was NOT addressed adequately in this DEIR. Along with the above, lack of police power and other public utilities, the fact that crime rates go up when big-box stores are put in was not addressed in this DEIR. There is plenty of proof of this and it MUST be addressed.

74-22

74-23

74-24

Now, a new study of official police reports proves how serious the issue crime of crime at Wal-Mart stores still is for many towns and cities across America. The shocking new report, titled “Is Your Wal-Mart Safe?” is first national study to analyze official police reports of incidents at 551 Wal-Mart stores, as well as compare rates of criminal/police incidents at Wal-Mart and Target stores.

Among the findings of the “Is Your Wal-Mart Safe” study are:

- Wal-Mart stores analyzed do experience a high rate of criminal/police incidents;
- Based on a sample of “high incident” Wal-Mart stores, Wal-Mart stores experience a much higher rate of reported criminal/police incidents than nearby Target stores;
- National estimates indicate that almost 1 million criminal/police incidents occurred at Wal-Mart stores in 2004 – or 2 criminal/police incidents per minute in 2004;
- Wal-Mart could implement roving security patrols at all stores nation-wide at an estimated cost of 4 cents a customer visit.

74-24

#14 Water- There is already a water shortage in California and the Mojave Desert. There are headlines in the newspaper everyday (they can be supplied) that the water shortage is critical. Sundown School, less than two (2) miles away is already experiencing low water pressure as well as the housing tract on Avenue I and 90th Street West. Again sustainable, smart planning? This MUST be addressed. In this EIR there is one water agency, and this is not even the correct one, stating that there will be enough water. Let’s see the data.

74-25

#15 The safety, welfare and health of our local school children was NOT addressed in this DEIR.. There are numerous reports citing child obesity and yet the City supports putting in fast-food joints next to schools. This MUST be addressed.

74-26

#16 The City of Lancaster has gone on record and in fact it is stated in this DEIR that this shopping center will generate revenue for the City of Lancaster. Our “leaders” MUST stop filling citizens’ heads with this nonsense. This is a total and proven lie. There will be no MORE revenue generated, it will only be redirected. This can be proven and MUST be included in this DEIR.

74-27

#17 The same goes for “creating more jobs.” There may be a few more construction jobs created, but most of these will probably from out of town firms and won’t last for long. Retail jobs will NOT be increased due to these added shopping centers. Again, they will only redistribute workers from the other local stores. If you truly want to add new jobs in this Valley build a Community Center, trade school, or something similar that would actually add VALUE to our community. Again, these statements made by the City and included in this DEIR MUST be re-evaluated and addressed with proof.

74-28

#18 HORNED OWLS – The homeowners and community members in the area sited and recorded seeing horned owls and their nests in the large trees that were on the 60th West/Ave K property. Pictures were taken and submitted to the City of Lancaster for consideration. A week later these huge and majestic trees, along with the horned owl nests, were not only cut down, but any trace was completely removed from the site. This was never again, addressed by the City,

74-29

nor is it part of this DEIR. This is a serious matter and MUST be addressed, along with any other species or plants or animals on the site. If there were Horned Owl nests one (1) mile away, there is enough reason to believe there were and are some on these two sites (NW & SE corners).

74-29

#19 Other wildlife species. The DEIR's did NOT supply an adequate study of the wildlife species in these areas. There is no way in heck, you can tell us that there is NO wildlife on the Lane Ranch that will be affected. There already has been wildlife habitats affected on the NW corner when the property was razed a couple years ago. That was swept under the rug at the time and we WILL NOT let it be done again. This has NOT been adequately addressed and needs to be redone.

74-30

#20 Conditional use Permit –“the proposed commercial development must be needed...” This commercial development is NOT needed or wanted in this community. It is the responsibility of the City and this DEIR to prepare the FACTS accordingly. The FACTS remain...un-needed and un-wanted.

74-31

#21 Urban decay and blight were NOT adequately addressed in these two DEIR's. I gave a count of the empty storefronts within a five (5) mile radius of these sites. Until these empty storefronts are addressed, these new mega-shopping centers should NOT even be considered. Pictures of all the empty storefronts can be supplied. The Planning Commission MUST look up the definition as well as the statistics on urban blight and decay, before moving forward.

74-32

#22 Retail over-saturation was NOT addressed in these DEIR's. How many Walmarts and Targets, Home Depots and Lowe's do two small towns need? As much as Lancaster and Palmdale would like to be “in the big leagues,” we ARE small towns and building more unwanted, ugly, soon-to-be-empty shopping centers is NOT the answer to becoming “somebody.” Try as you may, this CANNOT be ignored or overlooked and MUST be addressed in the DEIR's.

74-33

#23 I nearly forgot. I remember reading in the DEIR's that there would be “no significant increase” in the smells (odors) that several fast-foods joints on each corner of these proposed sites, would create. NO significant increase in odors? From basically two empty lots to several fast-food joints, no increase in odors?!? The DEIR's also stated that the smells (odors) generated would be no more than the average household in the area! Again, I beg the City not to insult our intelligence. The average household does NOT operate hot oil fry tanks 24 hours, 7 days a week. This is an incredible fallacy and MUST be revisited.

74-34

Charles J. Conterno
6002 Country Lane
Quartz Hill, CA 93536
February 20, 2009

Attn. Jocelin 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 we have here.

75-1

I have many concerns, and most are related to the EIR. First, I'll refer to traffic and statements from page VI 7. Development of this project would generate 13,683 new daily trips. After 20 years of experiencing Quartz Hill high school traffic and the traffic on Country Lane Estates side streets, I must stress that this will create both an environmental and safety hazard. I think an environmental report on this entire neighborhood, including the side streets that are used by the drivers going to and coming home from school should be done. The issue of safety for students and neighborhood children goes on and on, and the possibility of serious injury or death with traffic increasing during school hours must not be ignored.

75-2

My next concern involves noise. The report on page VI 6 states that there will be no impact associated with noise. Students gathering and hanging out and playing loud music in the future parking lots will add to the noise that will be created by the increased traffic. These effects will most certainly disturb the peace.

75-3

Of course more people means more crime, both at the retail locations as well as in our surrounding neighborhood. Students gathering will inevitably bring bad results. Tobacco use, alcohol, drugs and fighting are often connected with the gathering of unsupervised students. Hardend criminals and

75-4

predators will also find new targets in these locations. Can Walmart's parking lot security deal with these serious concerns? I do not think so! Additionally, Walmart's policy of permitting motor homes and campers to camp out on their property is a very bad idea for a residential neighborhood as well as for a high school directly across from the parking lot. Rising crime rates pose a danger to the neighborhood and students. All efforts possible should be made to protect these community members. Obviously, local police will need to be even more vigilant than they are now. How can one take seriously the statement of page VI 6 concerning police protection that reads, "This alternative will not result in the need for more police protection"?

75-4

Also, I am very concerned about the trash that will be generated by these proposed projects. Plastic bags, fast food wrappers, paper, etc. will blow into the local fields creating not only an eyesore, but also health and environmental hazards.

75-5

Another concern is the blight that these proposed projects will add to, that already exists here in the Lancaster area. Many small businesses will be affected, and possibly closed down leaving more empty buildings. Aren't there already enough of these in Lancaster? Economic forecasts do not look good for the economy. Houses are not being built or sold. People are losing their jobs and being foreclosed on which is leaving many empty homes. An environmental impact report should be made concerning this large number of empty buildings

75-6

Lancaster must refocus on and redevelop what already exists. Perhaps ideas that will help families and children will be more beneficial than adding to the "ghost town" effects that are visible on our main streets.

Sincerely,



Charles J. Conterno

February 20, 2009

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Email: jswain@cityoflancaesterca.org

FROM: Bob Curry
4757 West Avenue K-12
Lancaster, CA

SUBJECT: Comments to Draft EIR for 'The Commons'



City of Lancaster,

I am writing this letter to oppose the commercial re-zoning of the proposed project entitled: 60th Street West and Avenue L 'The Commons' Shopping Center. I have reviewed the Draft Environmental Impact Report (DEIR) and have found several aspects for which I believe the supporting data or analysis is in error. I consider these deficiencies to significantly affect the conclusions drawn in the DEIR and therefore refute the applicability of the DEIR for assessing the impact of the proposed project to the environment and the community.

I am providing twelve (12) comments as attachments. I request that these concerns be kept on record as public comment to the DEIR and that they be addressed before any decision is made to approve the proposed re-zoning or accept the EIR.

Regards,

Robert E. Curry

76-1

Comments to Draft Environmental Impact Report for
 '60th Street West and Avenue L, The Commons, Commercial Shopping Center'
 Submitted by Bob Curry

Comment # 1 – Traffic Impacts not correctly characterized

Ref: Section IV N Transportation and Appendix K

The analysis of traffic conditions provided by the DEIR contains many assumptions regarding future growth, other pending development projects and congestion standards that fail to illustrate the actual impact to be expected from the proposed project.

In Appendix K, the analysis is built up from an analysis of existing conditions, then with the addition of ambient growth, then with the addition of other 'related projects', then with the addition of the proposed project and finally with the effects of the proposed mitigation measures. A detailed look at the data shows generally that ambient growth has little effect, but the 'related projects' have an enormous impact on traffic. The addition of the current project is significant as well. It is not possible from the data provided to determine the effects of 'the Commons' alone on the existing or ambient growth scenarios. While the mitigation measures appear to reduce congestion relative to the inclusion of the current project, the mitigations do not come close to restoring the current situations.

For example, look at the 60th and Ave L intersection weekend data set:

Data from Tables 7, 10, 11, 15

60 th and Ave L, weekend	ICU	% increase from 'existing + ambient'	LOS
Existing	.453	-9	A
Existing + Ambient growth	.481	0	A
Existing + Ambient + Rel Projs	1.486	209	F
Existing + Ambient + Rel Projs + Current Proj	1.563	224	F
Existing + Ambient + Rel Projs + Current Proj + Mitigations	1.155	140	F

In this example, it is clear that the big box retail centers will cause an enormous impact to traffic conditions in the area. The ICU values increase by over 200% and the mitigations only have the effect of reducing the impact to 140% of the non-big box scenario. The other proposed parameter (LOS level of service)

76-2

76-3



offered by the DEIR shows that the score drops from 'A' to 'F' as a result of the big box stores and the mitigation efforts do not improve this score at all. Amazingly, the DEIR considers this to not be a significant impact.

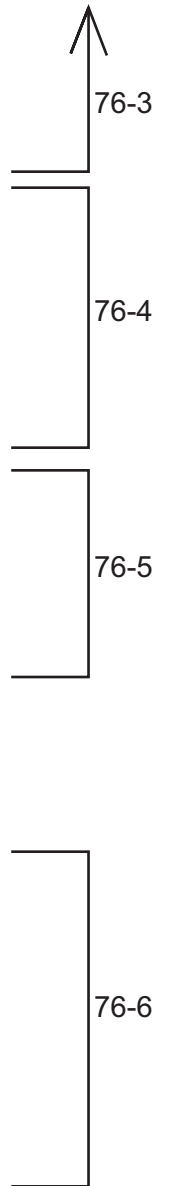
The DEIR appears to determine impacts of their project as minimal because it assumes that all other pending development projects will be approved. It may be seen that the DEIR's for other pending projects, such as the 'Lowe's' center take the same gambit, arguing that they have relatively minor impact because they assume that the 'Commons' will be approved. As a result the three big box development projects have provided a shell game in which each DEIR hides the true effect of their development among the effects of the other projects.

An active community response organization has been formed with the primary objective of stopping all of the proposed large development projects. By assuming the traffic growth of the Target and Lowe's stores as a fait accompli, the DEIR shows contempt for the rights of the community to influence future development.

Proposed Resolution

The traffic analysis should be re-computed to show the relative impact to traffic congestion parameters relative the 'existing ' or 'existing + ambient growth' conditions. This change should be used to characterize the significance of the impacts.

In many of the intersections, it will be necessary to re-characterize the impacts as highly significant even after mitigation.



Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 2 – Lack of data to support analysis of urban decay impacts.

Ref: IV B and Appendix L

The DEIR draws many conclusions regarding the potential impact to conditions based on projections of the market demand in the vicinity of the project. There is a complete lack of supporting data to justify the proposed growth rate in the body of the main document. Projected growth is defined for the period from 2007 – 2012 which implies that the analysis was conducted prior to 2007. It is now 2009 and it is well known that market conditions have changed in ways that are inconsistent with the trend analysis.

76-7

Appendix L, which portends to provide supporting data and analysis on this topic is dated March, 2008. In the last 6 months, the national economy has seen greater disturbance than it has seen in eighty years. Any trend analysis that was conducted prior to the last 6 months cannot be useful for projecting the availability of market demand to support this project. Clearly the current DEIR does not have sufficiently current information to make an informed decision regarding the future viability of these projects and the potential for massive urban decay that this project could impose on the area.

Proposed Mitigation

The EIR must account for the current status and knowledge of the local and national economy in its determination of trends for the subject area.

The EIR should project a full range of future scenarios (including severe recession and depression) and analyze the outlook for urban decay and other EIR topics under these circumstances.

All sections of the EIR that utilize population and housing trend data must be updated as well.

76-8

No action should be taken on this project until this analysis is brought up to date and confidence in sufficient market demand under the full range of potential economic and housing outlook can be supported with data. Re-zoning the site to 'commercial' would be an irresponsible decision given the current lack of supporting data.

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 3 – Poor assumptions in urban decay analysis

p.6 of Appendix L

The DEIR, Appendix L makes the assumption that the anchor tenants can be trusted to avoid constructing this project if it were to result in significant loss of sales to other stores of the same chain.

“If the two projects draw sales from other establishments it is likely that this “cannibalization” by the anchor tenants will largely come from their own existing stores. Presumably, this potential loss in sales has already been considered in the decisions by the major department store chains to locate additional new stores in the Lancaster market.”

In reality a corporation may indeed have financial motives that could encourage building beyond the local market capacity even if it takes business from other stores in within the chain. Although such motives might be strategically advantageous to the corporation, the end result would be a detrimental impact to the community in terms of loss of jobs, degradation and even abandonment of existing facilities. In addition to urban decay, overbuilding of retail facilities brings many other environmental impacts such as costly and unnecessary infrastructure that would have to be maintained by the taxpayers. Other big box chains in the valley have followed this pattern by building new facilities that have displaced the market for their own predecessor facilities. The proposed Wal-Mart is a short drive from an existing Wal-Mart along a well-traveled commuter route. The situation appears ripe to generate decaying and eventually abandoned property.

We cannot trust the anchor tenant corporations to act responsibly for the well being of the community in this regard.

76-9

Proposed resolution:

An independent analysis of the market viability, not only of the stores in the current project, but also all other related facilities of the same chains.

76-10

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 4 – Incomplete analysis of the existing and competitive retail market

Ref: Section C of Appendix L

Section C is entitled 'Existing and Competitive Retail'; however, it appears to make no mention of the existing retail stores in downtown Quartz Hill, 50th Street West area. This seems to show the bias of the analysts toward large scale, chain oriented retail facilities. In reality the impact to the small business should be of paramount interest for this EIR. Small businesses are relatively more susceptible to market challenges if for no other reason than their inability to draw from large corporate reserves. Furthermore, in this case, the small businesses are existing businesses that are currently employing citizens while most of the other competing stores considered in the analysis are only proposals.

76-11

Proposed Mitigation:

Re-evaluate the Appendix L analysis with the inclusion of the existing retail stores in Quartz Hill.

76-12

Indicate which small businesses will receive competition from the proposed project and what number of lost jobs can be expected.

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 5 – Insufficient analysis to determine impact to achievement of the air quality plan

Ref: IV D Air Quality, 'Air Quality Plan Consistency'

The DEIR provides a trivial analysis of the potential of the project to impact achievement of goals established in the Air Quality Plan. The primary argument appears to rely on the concept that by providing local retail there will be fewer automobile trips in the area. This argument is weak and unsupported. As the DEIR recognizes, the area is a commuter community. There are existing retail facilities that provide all of the goods and services in the proposed project within a few blocks of the primary commuter route used by the local residents. There is currently no need to generate additional trips 'into town' to reach fast food or discount retail stores. A far more negative impact on air quality will result from building a massive retail facility that may be underutilized or lead to the underutilization of existing facilities. As mentioned on prior comments, there is out-of-date and insufficient data to provide confidence that market demand will support these projects. The net impact on air quality due to building unnecessary big box stores would be significant and negative.

76-13

Proposed Resolution:

The EIR must fully analyze the impact of adding emissions from an additional facility in comparison to the alternative of expanding use of existing facilities.

76-14

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 6 – Incorrect conclusion regarding impact relative to CARB
Greenhouse Gas Emissions goals.

Ref: IV D

The DEIR indicates that the project could generate up to 20,546 metric tons of CO₂E/yr. It also notes that California's state goal for reduction of greenhouse gasses is 174 million metric tons/yr. The emissions of the project relative to the state goal are computed to be 0.056 percent of the state goal. The DEIR claims that "it is not possible to predict the specific impact . . . from the relatively small incremental increase".

76-15

To begin with, it should be noted that this increment; however, small is a positive increment and as such will increase the greenhouse gas emissions at a time when the state goal is to reduce emissions.

Furthermore, it is possible to assess the impact of this new development to the CARB goal by comparing the increment in association with the percentage of the state population to be served by the new facility to determine whether this increase on a per capita basis is reasonable compared to the emissions goal.

When compared to the relative percentage of the state population that would be served by the proposed project, the value of 20.4 kT/yr is large. The AB32 goal is that the total California emissions will be 427 MMT/yr CO₂e (600-173MMT/yr) As a result, the 20.4kMT/yr generated by the proposed project will account for .0048% of the total emissions of California. If the proposed center serves 10,000 persons, then that represents only .0274 % of the population of California. The new emissions produced by this project will account for 17% (.0048 / .0274) of the allotment of CO₂e emissions for each patron.

76-16

In other words, the proposed project would cut into each person's CO₂e emissions budget by 17% just to meet a few of their retail needs. Considering all of the other requirements and priorities for life which result in CO₂ emissions, and considering that we are currently exceeding our target CO₂ budget, clearly adding another source of emissions for another shopping center when plenty of existing shopping centers already exist is inconsistent with meeting the California AB32 goal. (in addition, it is also interesting to note that the combined emissions from the 3 pending big box development proposals would appear to create 46% of each patrons carbon budget)

Comment #6 cont.
Proposed resolution:

The EIR should indicate that the project is not consistent with meeting the California CO2e emissions goals as stated in AB32.
The proposed project should be redesigned to reduce greenhouse gas emissions or offset the effects of its operation through associated projects or be reduced in scope. The approach should be defined in the final EIR and a system of controls implemented to insure that these mitigations are supported through the life of the project.

76-17

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 7 – Inadequate planning to address hydrology issues

Ref: IV I

The DEIR does not provide sufficient planning or detail to insure that the proposed project will not induce significant hydrologic problems. The plan calls for covering a massive section of desert with impervious concrete. Localized flooding from rainwater runoff has been a serious issue in the close vicinity to the proposed development site and in recent years has resulted in significant damage to homes and displacement of residents. These past problems occurred despite planning and mitigation efforts. As such there is no assurance that an adequate solution can be developed and if it is developed whether it can be afforded within the scope of the project. In the past, mistakes made in adequate planning for rainwater runoff have been passed on to the taxpayers, generally after local residents were subjected to hardships.

76-18

The City's Master Plan of Drainage includes a funding process to deal with water runoff issues; however, the large non-porous surfaces proposed by the new development are drastically different than the porosity ratio that would be expected in the current residential zoning classification. There should be no confidence that the City's drainage plan can accommodate such a significant change in surface porosity.

Proposed mitigation:

Include a comprehensive hydrology study of the development site and surrounding area using models and tools that have been validated for the local area. Develop a suitable design to avert any issues related to runoff and local flooding. Show that the project has adequate funds to implement the design and to incorporate modifications at a later date if deficiencies in the design are found after construction.

76-19

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 8 – Conclusions regarding particulate matter daily emissions

Ref: Section IV D Air Quality

As noted in the calculation of projected emissions during the operational phase, it can be expected that respirable particulate matter (PM10 and PM25) concentrations will exceed the AVAQMD significance thresholds resulting in a potentially significant impact. The DEIR itself points out that hazards associated with excessive particulate matter may range from increased respiratory infections, the frequency and severity of asthma attacks and a general increase in mortality. It is unacceptable to conclude, as does the DEIR on page IV D-41, that these "emissions would remain significant and unavoidable". Clearly the proposed developer must deal with this impact, especially given its close location to sensitive receptors. The idea that the emissions are 'unavoidable' is clearly in error, as the city will hopefully choose to not re-zone the property.

76-20

Proposed mitigation:

The proposed developer must re-scope the development in order to reduce the expected increase in particulate matter emissions to below significant thresholds.

76-21

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 9 – Unclear determination of projected baseline

Ref: Section IV D Air Quality

The DEIR frequently identifies data as 'Future (2012)' and this is used as a baseline for determining the impact due to the project. It is not clearly stated how this projected, no-project, data was developed. The appendix related to the Air Quality segment of the DEIR provides no additional insight to the analysis process. In the case of air quality, it is critical to know whether this baseline includes the expected effects of numerous other development projects that are pending approval. In particular, there are two additional large retail centers under consideration at this time. The worst case situation must be considered in which all projects are approved.

76-22

Proposed Resolution

The EIR must clearly state how the projected baseline was calculated.

The EIR must present an analysis of the air quality worst case scenario in which all proposed development projects are approved.

The EIR must also present the percentage increase in air quality impacts from the current existing condition and the worst case air quality situation which includes the proposed project and all related projects (pending or under development)

76-23

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 10 – Presentation of absolute level of air quality impacts.

Ref: Section IV D Air Quality

The DEIR assesses the significance of air quality parameters such as Carbon Monoxide (CO) with respect to various standards. It does not present the absolute increase in emissions as a percentage increase from existing conditions. For example, by comparison of Tables IV D-4 and IV D-11, many of the intersections that were analyzed show an increase in CO concentration of over 50% from existing conditions.

76-24

Proposed Resolution

Discuss the incremental increase in CO concentration and other emissions as percentage increases over the existing conditions in order to allow easy assessment of the impact of the proposed development.

76-25

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 11 – Aesthetics

Ref:
Section IV B

I disagree with the DEIR conclusion that the proposed project
"would have a less than significant impact with regard to visual character"

The DEIR proposes that aesthetic characteristics are 'subjective' in nature, but there is clear evidence to support the argument that the aesthetic impact would be negative.

The DEIR shows illustrations of a retail center that is similar to those found in many areas of suburban California, but not like anything found in the unincorporated vicinity of Quartz Hill. The clear implication is that the residents in the Quartz Hill area have chosen to live and invest in an area that does not include such structures. The current homeowners purchased their property understanding that the development site is not zoned to allow construction of a large retail facility. Property values in Quartz Hill and the West side of Lancaster are higher than the average for Antelope Valley. It may be inferred that the existing aesthetic situation may have substantial fiscal value for the homeowners which could be lost due to the re-zoning action.

The fact that a substantial community effort is underway to block development of this project and all similar 'big-box' buildings in the community is further tangible proof that the local community considers the aesthetic effects to be negative.

Proposed mitigation:

The DEIR should be re-written to characterize the aesthetic effect of the proposed design to be a negative impact.

The developers should re-plan for a design that is consistent in size and architectural style with retail buildings that have been present in Quartz Hill for more than 10 years.

76-26

76-27

76-28

Comments to Draft Environmental Impact Report for
'60th Street West and Avenue L, The Commons, Commercial Shopping Center'
Submitted by Bob Curry

Comment # 12 – Cargo traffic

Ref: Appendix K

The analysis of traffic flow did not appear to account for the increase in road usage by truck traffic that would be necessary to supply and maintain a large shopping center complex. These vehicles can be expected to have a disproportionately large effect on traffic flow, delays at both intersections and on road segments. The project can be conservatively expected to generate up to 10 truck pass-bys in any given day-time hour (ref: related DEIR). Clearly, having a semi-tractor trailer enter the area every 6 minutes will have important impacts to traffic flow. Why was this not included in the analysis of traffic flow and delays?

Because this cargo traffic will typically enter the area from the I-14 Freeway, the effects of truck travel between the freeway and the proposed development site must be analyzed.

76-29

A thorough analysis of the additional traffic impact associated with cargo transportation into the shopping complex must be conducted.

The traffic study must also be extended beyond the limited region shown in the DEIR to include truck routes between the freeway and the development site.

76-30

Cover page of Urban decay study appendix, note the date of the study.

HR&A ADVISORS, INC.
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*Preliminary Working Draft
Not for Public Distribution*

**ECONOMIC, FISCAL AND “URBAN DECAY” ANALYSIS OF
THE COMMONS AT QUARTZ HILL, A PROPOSED SHOPPING CENTER
IN THE CITY OF LANCASTER, CALIFORNIA**

76-31

Prepared for:

Planning Department
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Prepared in association with
Whitney & Whitney, Inc.

March 2008

Swain, Jocelyn

From: cindi dickerson [cindidickerson@hotmail.com]
Sent: Monday, February 23, 2009 12:34 PM
To: Swain, Jocelyn



Good morning Ms. Swain,

I am writing to you, as I hope many others are, regarding the building of the Wal-Mart shopping center planned for the corner of Avenue L and 60th Street West in Quartz Hill.

My husband and I purchased a new home just a mile from that corner in July of 2008 – a very quiet neighborhood – something we searched for well over a year. We were careful in our purchase, looking to get a good home and the peace and quiet we lacked in our former neighborhood – which was flanked by Wal-Marts to the east and the west.

77-1

We were not informed by the builder of the proposed Wal-Mart; whether they did not know or they chose not to tell us, we are not sure. Rest assured however, we are not happy.

The obvious concerns such as traffic, building next to a high school and just the general nature of what is usually associated with Wal-Mart stores I will not go into. These are just given concerns; I am sure you have heard much about them.

77-2

My bigger question is: Seriously? Do we really need ANOTHER Wal-Mart in this valley? If we are going to promote business growth in the Antelope Valley, why are we not marketing to some formidable competitors? Why are we filling this valley with businesses that attract the lowest common denominators? Why are we not bringing in some businesses that will not just generate revenue and jobs, but that will be an encouragement to other businesses to open here as well? Is Wal-Mart the best we can do, and again, how many do we really need?

77-3

I raised my children in this valley, it was a peaceful place with a small town feel 20 years ago, but I do not encourage them to stay here. It may be an affordable place to live, but there is no attraction to it anymore. The only media coverage we receive is about the increasing violence – which will not get any better by bringing in another discount store. Our aerospace industry is a bit of a plus, but everyone I know retiring from these companies is leaving the state, they don't want to be in this valley any longer.

I know we all think “we can do it better”, and I certainly would not want to be in your shoes or those of anyone in the public eye hoping to keep everyone happy. But it doesn't take a rocket scientist to know that another Wal-Mart is not going to help our valley and our economy - it is going to hurt it by increasing crime, pollution, and minimum wage earners who are going to be seeking government assistance and section 8 housing. Don't get me wrong, thank God for the diversity, but if we want to attract revenue to this valley, we need something more attractive than Wal-Mart. Money follows money.

77-4

Please, please, think about our valley, our home. Please encourage those around you to do the same. Let's work to make this valley an attractive place again to live, not the Antelope Valley that everyone pokes fun at and the place people are afraid to come.

Thank you for your time,

Gary and Cindi Dickerson

Swain, Jocelyn

From: John Dougherty [je.dougherty@yahoo.com]
Sent: Saturday, February 21, 2009 3:23 PM
To: Swain, Jocelyn
Subject: Super Center - NOT NEAR OUR SCHOOL!



Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Email: jswain@cityoflancasterca.org

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.



78-1

Please move it out to 70th and L. JUST NOT NEAR OUR SCHOOL!

John Dougherty
42845 Elena St.
Lancaster CA 93536

Swain, Jocelyn

From: tammany FIELDS [tammanykfields@hotmail.com]
Sent: Monday, February 23, 2009 3:03 PM
To: Swain, Jocelyn

Re: Eir here is a perfect example and one that wasn't addressd in the EIR. ABC did a storry and this is what they found and this is what will happen here.
: "ABC News medical unit reported on Thursday a stunning new risk to your health: fast food. Just living next to a fast food restaurant ups your stroke risk." . "People living in neighborhoods where fast food restaurants are plentiful appear to have a higher risk of stroke than those living where such restaurants are scarce, a new study says. Fast food consumption has previously been linked to higher rates of heart disease and organ damage. In this latest study tying fast food restaurants to cardiovascular ills, researchers studying neighborhoods in one Texas county found that people living in regions with 33 fast food restaurants or more had 13 percent greater odds of stroke." This needs to be studied especially since it would be placed next to a high school.

79-1

Thanks Jocelyn

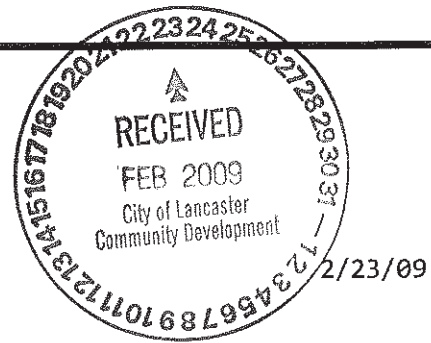
Tammany Fields

Windows Live™ Hotmail@:...more than just e-mail. [Check it out.](#)



Swain, Jocelyn

From: onefabfam5@roadrunner.com
Sent: Monday, February 23, 2009 11:13 AM
To: Swain, Jocelyn
Subject: Oppose Walmart



City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Ave L(NW and SE corners) and 60th Street W and Ave K (NW corner).

I have read the Draft EIR(s)either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns for my community below. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

80-1

I live directly across the street from both of the shopping centers to be at 60th W and Ave L. We moved to this area to be away from the busy congested crime areas of Lancaster. Here are my concerns as well as many other residents:

1. INCREASE TRAFFIC in and around my neighborhood. There is a proposal to put a traffic light at the entrance of our housing track which will cross to the entrance of the shopping center. This will invite people to drive into our neighborhood trying to get out of the shopping center. The entrance to our neighborhood is also the exit. So people will be driving around trying to find a way out. We already have people driving fast through our residential neighborhood so this increases chances of accidents and our children playing to get hit by a car or kidnapped. Who is going to be responsible when any of these things happen?? What is going to be done to stop increase traffic?

80-2

2. INCREASE CRIME in our area. Walmart is open 24 hors. What majority of people are up past midnight? CRIMINALS or people up to no good. This will increase vandalism, theft, rape, etc. Need I say more. Who is going to be responsible? Who is going to make sure we have enough law enforcement to handle these crimes? Better yet, Who is going to prevent them from happening in the first place.

80-3

3. SAFETY OF OUR CHILDREN. We have a High School directly across the street. We have many kids that walk to and from school. We have many new drivers at the High School. This increases chances of kids being injured or even killed by an automobile. These kids are just learning how to drive and this increase their chances of having an accident. This also gives kidnappers and rapists more temptation and opportunities. Who is going to be responsible and what is going to be done to prevent this from happening?

80-4

4. INCREASE TRASH. With more people comes more trash. People walking from the shopping center especially the teenagers that come from the High School across the street will drop their empty food containers or whatever else they don't want to carry after they buy from the stores or fast food places onto the streets. I don't want to clean up after other people. So how are you going to make sure our streets and neighborhood stay clean all the time like it is now?

80-5

5. INCREASE PROPERTY TAXES. Are they going to increase? If so why should I pay for something I don't even want here? I can barely pay for my property taxes now. Times are hard.

80-6

6. INCREASE NOISE. We live right off the streets at the corner of both shopping centers so we will have to listen to cars, loud music and loud people all night long. We don't have that

80-7

now because there is nothing to do over here that late except watch High School Football Games, which we enjoy. We won't be able to keep our windows open on those clear warm nights. What is going to be done to reduce noise?

80-7

Thank you for hearing my concerns and I will be waiting for your answers. Even though the best answer is NOT to approve this project. We have plenty of Walmarts and stores in Lancaster, which many are going out of business as it is. That brings up another issue of the many small businesses in Quartz Hill that will be affected and may go out of business.

80-8

Channa Gardner
42846 59th St. W
Lancaster, CA. 93536

Swain, Jocelyn

From: Gesiriech, Heidi CTR USAF AFMC 95 ABW/EM [heidi.gesiriech.ctr@edwards.af.mil]
Sent: Monday, February 23, 2009 12:53 PM
To: Swain, Jocelyn
Subject: Commercial rezoning near 60th Street West and Avenue L

City of Lancaster,

I am writing this notice of refute to oppose the commercial rezoning for three projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft EIRs and disagree with some of the data collected. In response to the reports, I have listed the concerns I have for my community below. Further, I request that my concerns be addressed prior to a decision being made to approve this rezoning.

81-1

I am VERY concerned about the developments near Quartz Hill High School at 60th Street West and Avenue L. My daughter attends school there, and parents do not want large commercial developments directly across from the school creating more traffic hazards and an increase in crime. PLEASE leave Quartz Hill rural. We have plenty of Walmarts and other shopping in the Antelope Valley, but we are losing our rural areas. We have four Walmarts already, and one just a few blocks from this proposed site. I live in Elizabeth Lake and don't mind driving to the existing shopping centers in Lancaster, I do it all of the time. PLEASE keep the streets and land around Quartz Hill High School rural. The residents oppose this rezoning and the parents whose children attend the school oppose this rezoning. PLEASE do not allow these commercial developments to be built in this area.

81-2

Thank you for your attention. I would like these concerns addressed prior to any decisions being made.

Heidi Gesiriech
661-810-3442
14355 Joshua Tree Drive
Elizabeth Lake, CA 93532

Heidi Gesiriech
JT3/CH2M HILL
Community Relations Supervisor
Edwards AFB Environmental Management
661-277-7049 - office
heidi.gesiriech.ctr@us.af.mil



Swain, Jocelyn

From: Richard Hecker [gr8birds@qnet.com]
Sent: Monday, February 23, 2009 11:06 PM
To: Swain, Jocelyn
Subject: Additional comments
Attachments: 2nd_list.doc

Hi Jocelyn;

It has been too hectic of a day. I had been working on some additional comments that I wanted to include. I was hoping there would be more time today to write up my thoughts. With today coming to a close, I am attaching another list. It is not very big but it does list a few more pages that ought to be considered.

82-1

Richard Hecker



Additional pages that raise concerns

Page 1-51 through page 1-58 The mitigation measures repeatedly state a “fair share contribution” will be made. This does not solve the problems. Until the infrastructure is in place to handle the traffic, the community will suffer. The projects will generate additional traffic. The General Plan calls for infill development to avoid these types of problems. One option would have the projects install all these improvements and future projects would reimburse the cost down to the “fair share” level that these projects want to pay.

82-2

Page IV A-2 Quartz Hill has a history of flooding events. This section does not account for a failure in the aqueduct that is just up the road.

82-3

Page IV B-10 through IV B-13 The analysis is flawed. The 5 mile radius PMA does not adequately account for other significant stores. For example, the Walmart on Valley Central Way is barely outside the PMA discussed here. If a person maps the PMA from that store and the PMA from this project, it is obvious that a significant overlap exists. The situation is worse if you look at the SMA overlap. The authors do not provide the data that supports their conclusions.

82-4



Roy Henstrand
P.O. Box 3312
Quartz Hill, CA 93586



February 18, 2009

City of Lancaster
Attn: Jocelyn Swain, Associate Planner
44933 Fern Avenue
Lancaster, CA 93534

Dear Ms. Swain,

The purpose of this letter is to state my disagreement with the Environmental Impact Report for The Commons at Quartz Hill. With over 20 years experience in law enforcement, a Math degree from USC, and course work in Urban Societal Planning at USC, I find the statements pertaining to crime to be superficial, inaccurate and not fully researched.

Using data obtained from the Los Angeles County Sheriff Department under Government Code section 6254(f)(2), and the California Constitution, Article 1, section 1, there were 322 people detained for theft at the East Lancaster Walmart (1731 E. Ave J) in 2008. Of the 322 people, 38% were juveniles. During the same time period, there were 234 people detained for theft at the Valley Central Way Walmart with 42% being juveniles. Compared to the Lancaster Target (55 detained with 35% juveniles). Walmart has between a 425%, and a 585%, higher reported crime rate than a comparable retail store (in this case Lancaster Target).

More notably, although the population of Lancaster has approximately 11% of it's population between the ages of 12-17, this group would account for between 38%-42% of the crime at a Walmart. This would indicate that juveniles are almost four times more likely to steal at a Walmart than an average person. Placing a Walmart next to such a high risk group (i.e. Quartz Hill High School students) would lead to a VERY SIGNIFICANT IMPACT to them. There is also the additional impact on those students who decide to cross Avenue L and steal. Once caught, the student would be required to attend Juvenile Court and would thus miss additional school. Since a majority of the students at Quartz Hill High School do not drive, even placing the Walmart further north (maybe across from the prison.....it might be a good theft deterrent) would reduce the accessibility of the temptation for the students to steal. As planned now, all a student would have to do is cross one street during lunch for

83-1

83-2

the opportunity to steal from Walmart and impact his/her education. Juveniles are a high risk group and do not need a Walmart near their school.

83-2

Since the East Lancaster Walmart is closer to the type of setting that the Quartz Hill Walmart will be (i.e. close to houses compared to Valley Central Way which is further from houses) it should be used when predicting future crime. With Walmart accounting for 322 incidents of theft in 2008, the claim that the proposed project would have "no long term operational impacts to public protection services (page I-49)" would seem to be false. Any arrest for theft would require a Sheriff Radio Car to be out of service for approximately two hours. Field releases for adults are not allowed (due to requirements for possible future 666 PC arrests having to be fulfilled). For juveniles, a parent must sign the citation (unless the theft is under \$50 and the juvenile is eligible for traffic court). By the time the parent responds to the Sheriff Station to claim their child, and sign the citation, a juvenile arrest can take a deputy out of service for 3-4 hours from start to finish. If a majority of the juvenile theft arrests happen at the end of school (although it is more likely they will take place during school hours also), there would be a significant delay in response time due to shift change at the Sheriff Department being near the time school lets out. To send a Day Shift car would require the deputy to receive overtime to finish the call. To send a PM car would require a wait for the car to go in-service and to drive to the store. Reviewing past Walmart arrests, several times the request for a deputy was cancelled due to long response times. Since the Sheriff Department fields less cars on the West Side than on the East Side, the loss of a single car for any extended time period would have a significant effect on response times for not only West Lancaster, but for Quartz Hill since a Lancaster City Car frequently is the closest car to emergency calls in Quartz Hill.

83-3

Any disruption to Quartz Hill High School would be a SIGNIFICANT IMPACT. When a fleeing theft suspect fights with Walmart Security, or with an employee, it becomes a felony robbery (211 PC). If that fleeing felony suspect now runs to Quartz Hill High School (a good place to blend into the crowd) the school would have to lockdown effecting all students on campus. Only after the Sheriff Department cleared the campus, would the school be able to resume normal operations. Both Lancaster Walmarts have had incidents of shoplifting which have turned into robberies. They have also had cases of purses being stolen, cars being stolen, assaults, and other serious crimes which do not belong near a school. The legal liability if a student is hurt during a Walmart crime is something lawyers dream about.

83-4

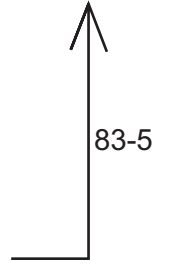
In summary, the Environmental Impact Report, as presented, fails to adequately examine the impact such a high crime store (as proven by public statistics) would have on the students at Quartz Hill High School. It also fails to examine the number of Patrol Minutes the store would require from the Sheriff Department. A thorough report would examine the current average response time for the area, and then estimate the new response time based upon the projected service hours required as derived from statistics obtained from the current Lancaster Walmarts. There is no indication that any statistical analysis was

83-5

done by the EIR preparers using the specific crime statistics for Lancaster Walmarts, or for the "call for service" response time statistics (except for emergency calls which was briefly covered). If you are the person who has to wait 3 hours for a deputy to take your crime report because a West Side Car is busy booking a Walmart shoplifter, then you might feel it is a SIGNIFICANT impact. For these reasons, I respectfully request that the EIR, as published, be rejected and the area of crime be fully examined using 2008 statistics.

Sincerely,

Roy Henstrand



83-5

Swain, Jocelyn

From: THERESA LEA [treelee6@msn.com]
Sent: Friday, February 20, 2009 9:13 PM
To: Swain, Jocelyn
Subject: Big Box Stores



B. R. Lea
4582 W. L-10
Quartz Hill, Ca.
93536
661 943 518
February 18, 2009

Jocelyn Swan,

My first concern about the commercial re-zoning of 60th St. W. & Ave L and also at 60th St. W. & Ave K to build Superstores is, where is the water going to come from? According to the 2005 Water Management Plan for the Antelope Valley, we have enough water supply to meet necessary demands through 2030. A lot has happened in the Antelope Valley in the past 4 years. It is my belief that the report is out of date and should be re-evaluated. Sundown Elementary School at 60th St. W. and J-8, is currently in the process of installing a pump to help their water pressure problem. And why are the residents in homes on the Westside having significant problems with water pressure? In the event of a wildfire or even a residential or school fire, will there be enough water for the Fire Dept. to fight it? The Antelope Valley is already in a drought and residents are being required to conserve. Do you really think the water situation will improve and how do you justify putting in these Big Box Stores and the large amounts of water they would need to operate? It is my opinion that as long as this water problem exists, there should be no commercial construction allowed.

84-1

My Second concern is the local politicians, news media and Superstores trying to convince the public that these businesses will be good for the community and create much needed jobs. If the truth be known, these jobs are not livable wage jobs and most of them will need to be supplemented in our state welfare system, by taxpayers, in some form whether it be with HUD Housing, Food-stamps, Medi-cal, WIC or an AFDC check. Stores like Wal-Mart not only create but perpetuate a Welfare State. Our children are our most precious commodity, we need to offer them more of a future than that. It seems that we are only interested in bringing these types of jobs to the Antelope Valley and not real jobs people can support families on and really live the American Dream. Our Mayor has recently said in the AV Press that he is concerned about improving the quality of our communities. This is not the way to do it! If anyone wants a decent job they must move out of the AV because we only have minimum wage jobs to offer.

84-2

Another concern is, it is a well known fact that these Big Box Superstores devastate communities and that most other smaller businesses can't compete with them and their tendencies to pressure sweat shops in third world countries to mass produce for near nothing, dollar wise. Quartz Hill is a rural community and we would like to keep it that way. Big Box stores bring traffic, pollution, crime and close other businesses. How many empty buildings will it take before our elected politicians get the message that enough is enough!

84-3

My next concern is about these stores being so close to the schools and selling alcohol and tobacco. Are you willing to sell out our children, our schools and our communities like this just so that a chosen few may make more money and further their own agendas?

Mr. B. R. Lea



February 20, 2009

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

Dear Ms. Swain:

I would like to address several items in the Draft Environmental Impact Report for the projects planned at 60th West and Avenue L in Quartz Hill that are either, in my opinion, completely false or at the very least, misleading.

85-1

1. Air quality data is referenced from the Division Street monitoring station. The Division Street monitoring station would have to be at least 6 or 7 miles from the corner of 60th Street and Avenue L, depending where on Division Street the station is located. Additionally, the Draft Environmental Impact report contains an "Error! Reference source not found" message following this statement, so we do not know what the data actually is.

85-2

2. According to the Lancaster General Plan, there is a proposed park and school at K-8 to K-4 and 65th Street. How will extensive commercial development at the corner of L and 60th and K and 60th impact another school and neighborhood park?

85-3

3. According to the language of the Draft EIR: "Emissions from construction can be categorized into three sources: 1. Fugitive dust from earthmoving activities; 2. Construction equipment exhaust; and 3. Worker vehicle exhaust."

This does not address the issue of volatile organic compounds (VOCs) from asphalt paving, which would be substantial. Additionally, concrete dust is mildly carcinogenic.

85-4

It also does not address concerns about the amount of pollution that a shopping center with almost 2,000 parking spaces will generate.

4. Also according to Draft EIR language: "More specifically, the design, height, and massing of the buildings included within the proposed project would be consistent with the existing development in the area **and would present a desirable image for the area.**"

85-5

Please. A 41'6" Walmart facade does not in any way present a desirable image for the area. Nor is it consistent with the existing buildings, which consist of a one story school and two story homes. Can you name one other 240,000 square foot tilt up building in the area?

85-5

Also, Draft EIR, section 3.8.1: "Important scenic resources in the City of Lancaster include local views of surrounding buttes, Quartz Hill, and long distance panoramas of the San Gabriel Mountains..."

85-6

This conveniently neglects the Tehachapi Mountains completely. They present a lovely view from the front of the school.

5. From the Draft EIR: "Therefore, the oversupply of Food Store space and Drug Store/Pharmacy space projected in the analysis would not create competitive conditions that would lend to urban decay. Thus, impacts related to the proposed project's Food Store Space and Drug Store/Pharmacy space would be less than significant." Also: "Under these assumptions, the total proposed supply represents the equivalent of 145 percent of total demand in 2012."

85-7

These statements completely contradict each other. 145% of demand is in and of itself problematic, but projected out until 2012 assuming a rate of growth that no longer exists is completely idiotic. How would this not create competitive conditions? Ultimately, this would absolutely and directly lead to the Urban Decay issue referenced in the EIR.

6. From the Draft EIR: "The objectives of the proposed project are as follows: To create development on the currently underutilized project site to provide commercial retail facilities to serve the local community; and to generate significant sales tax revenues to benefit *the general fund*." (The italics are mine).

The local community has been quite outspoken as to not wanting it there. Walmart is currently collecting signatures on petitions circulated at their other stores to bring jobs to the Antelope Valley. These signatures have no validity as far as Quartz Hill locals wanting the centers.

85-8

Additionally, this will not generate sales tax for a good portion of the surrounding area. It will generate sales tax for the City of Lancaster.

7. From the Draft EIR: "...would provide full and parttime employment for approximately 927 persons."

85-9

It might. It probably also means that a lot of those employees would be transfers from other stores, which will lose employees. It doesn't say that it would be in addition to their existing

employees. There are only so many people shopping at Walmart. Walmart's bottom line is always about money; not about providing jobs. The Antelope Valley needs better jobs than what Walmart is interested in providing.

85-9

8. Section 19.1.1, Draft EIR: "Promote high quality projects and facilitate innovation in building design, land use mixes and site planning, and by encouraging mixed use developments that contain, when appropriate, pedestrian scale and uses that encourage a sense of place."

85-10

A shopping complex such as this will have zero pedestrian traffic and will actively discourage bicycles and pedestrians due to scale and traffic. It's 5 acres of just the building, let alone the parking lots or major retail store #2.

The proposed street changes include no bicycle facilities. There is no mention of bicycle/pedestrian traffic in the Draft EIR. And this is at a school.

85-11

It appears that no left turns will be allowed from Avenue L to the Avenue L QHHS parking lot per II-3. How will that work? It also looks like no u-turns, will be allowed, so will people from the east development driveway have to turn around in the Desert Winds Continuation School parking lot? Has anybody spoken to the Desert Winds administration about that?

85-12

Per AASHTO (American Association of State Highway and Transportation Officials) Guidelines, which should govern this area, a divided arterial should have 12' lanes. A lane of 10-11' width, which is what is being shown now, can be used *if it is highly restricted and there is no truck or bus traffic*. This will not apply at all. Additionally, an arterial with this many lanes should have shoulders, and there are none. Both the lane width and loss of shoulders are very inappropriate for a high-speed major arterial.

85-13

Additionally, it appears that all on-street parking on L and 60th has been removed, including the informal loading area on the east side of 60th Street West. There are approximately 100 spots. Where will these students park? Obviously, in the shopping centers, and that will also be a prime loading zone for parents as well.

85-14

Also, while a minor point, it appears as though there should be two ramps at each corner, not just one, as currently depicted.

85-15

9. Walmart not only allows, but encourages, RV'ers to spend the night in their parking lots, even to having employees bring out coffee to the occupants. This is within 1000 feet of an existing school and potentially the other school identified in Lancaster's General Plan. Once this school is built, mobile predators - sexual and otherwise - will be allowed to set up temporary housekeeping between 2 schools. What better place for a predator to loiter?

85-16

10. The traffic figures cited in the Draft EIR are nonsensical. Car counts were taken manually when school wasn't even in session and when students were in class. Peak time around a school is not at 5 p.m. weekdays. I'd like to see some counts from the 6:30 to 7:30 a.m. and 2:15 to 3:15 p.m. time periods. On weekdays, that is. 85-17

11. Lancaster officials felt that the noise generated by the so-called "musical road" on Avenue K near 60th Street West was sufficient to have the street repaved. A novelty road would not begin to duplicate the amount of street traffic residents in the area will now be subject to. 85-18

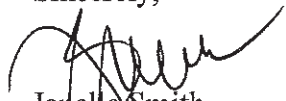
12. Draft EIR, section 18.2.1: "Encourage appropriate infill development." 85-19

This is not infill development. It is the opposite.

13. And how about selling alcohol, tobacco, and ammunition 1,000 feet from a school? 85-20

And these are just items that are addressed in the Draft EIR. This doesn't address student safety, which will certainly suffer, real estate values, the sense of community in the Quartz Hill area, water, light pollution, trash, vandalism, truancy, crime, flooding, and a host of other quality of life issues. 85-21

Sincerely,



Janelle Smith
4833 West Avenue K 8
Lancaster, CA 93536

Swain, Jocelyn

From: Alexis Upton-Knittle [auk9@earthlink.net]
Sent: Monday, February 23, 2009 4:51 PM
To: Swain, Jocelyn
Subject: comments/The Commons at Quartz Hill Draft Environmental Impact Report

As owners of several homes in Lancaster, I object to the findings in the Draft EIR report as being not comprehensive enough with regard to the impact of air pollution and traffic hazards on the surrounding residents as well as the students attending Quartz Hill High School.

86-1

In the DEIR, in Section IV, it is noted "The criteria pollutants for which federal and state standards have been promulgated and that are most relevant to air quality planning and regulation in the MDAB are ozone, carbon monoxide, fine suspended particulate matter, and nitrogen dioxide. In addition, toxic air contaminants and greenhouse gases are of concern in the MDAB." IV-D2. I request that a complete report be done that can completely convince the community that its residents and students will not be harmed by these pollutants if a Wal Mart and Target are built. There are many studies which already show that these pollutants do cause irreparable damage to human health and longevity.

86-2

The EPA on its own website at <http://www.epa.gov/air/urbanair/6poll.html> states: "**Health Effects Information:** Exposure to these pollutants is associated with numerous effects on human health, including increased respiratory symptoms, hospitalization for heart or lung diseases, and even premature death." bottom of page 1. I question then why the community of Quartz Hill should be forced to risk their health for the benefit of a Wal Mart store.

While there are many questionable conclusions drawn by the DEIR, I will refer to one other which has to do with flood waters. The preparer of the DEIR has incompletely addressed the issue of flood waters in the community of Quartz Hill and the area surrounding the site for the Wal Mart. The issue of flood damage is historic in this community and several new developments have exacerbated the situation. The building of this enormous project in this area that is lacking in proper infrastructure to deal with flooding water will only increase our problems and in fact bring greater surface water pollution as well as damage to surrounding properties. The preparers should be able to demonstrate how this site will be mitigated to handle the additional flood water created by the building of the Wal Mart.

86-3

Sincerely,

Alexis Upton-Knittle

Lloyd J. Cook



Swain, Jocelyn

From: Vatcher0905@aol.com
Sent: Saturday, February 21, 2009 3:34 PM
To: Swain, Jocelyn
Subject: EIR report for 60th St. west / Ave L

As residents of the neighborhood adjoining Quartz Hill High School, we are writing to oppose the location of three major retail stores planned for L and 60th. We are concerned that this development will destroy our quality of life due to air, noise, and light pollution.

87-1

No matter how well-designed big-box stores are, they require large asphalt parking lots that constitute an ugly, dirty eyesore. Further, their lights would be visible all night long. Noise from delivery trucks needed to serve the stores would be heard day and night, as well as that from customer and employee traffic. The EIR didn't even come close to addressing the real problem. Fumes from these vehicles, as well as those idling in fast food lines are bound to affect the air we have to breathe.

87-2

One more thing, we question whether yet another giant retail development is the best use of California's scarce water resource. If the state goes to water rationing, these stores should not be built!

87-3

Sincerely:

Robert and Nancy Vatcher

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!





Swain, Jocelyn

From: Amy Vincent [amy.vincent@hotmail.com]
 Sent: Saturday, February 21, 2009 10:18 PM
 To: Swain, Jocelyn
 Subject: QH Supercenter

I am a resident in the Quartz Hill area- I live on 65th St. West and L very close to where the proposed Walmart and Target supercenters are supposed to go. Traffic in the morning and in the afternoon is already bad with parents and students trying to get in and out of Quartz Hill High School. What should take two minutes to get through the L and 60th intersection takes upwards of 10 minutes and that is without the supercenters in those areas.

88-1

The Antelope Valley does not need another Walmart we already have 4 too many Walmarts and bringing the Walmart to one of the nicest parts of the Antelope Valley will bring unwated crime, traffic, and will drive home prices even further into the ground. Walmart will close down small businesses because no one can compete with their low prices. Residents are going to the small businesses in QH because they don't want to drive all the way into town but if Walmart or Target was there they would go to those stores because they have lower prices than what the small businesses can afford to offer. Walmart is not an ethical or socially responsible company. **Wal-Mart's Health Care Plan Fails to Cover Over 775,000 Employees.** Why does the Antelope Valley want to continue to support a company that does not offer it's employees a way out of poverty?

- Since the average full-time Wal-Mart employee earned \$17,114 in 2005, he or she would have to spend between 7 and 25 percent of his or her income just to cover the premiums and medical deductibles, if electing for single coverage. [Wal-Mart 2006 Associate Guide and UFCW analysis]
- The average full-time employee electing for family coverage would have to spend between 22 and 40 percent of his or her income just to cover the premiums and medical deductibles. These costs do not include other health-related expenses such as medical co-pays, prescription coverage, emergency room deductibles, and ambulance deductibles. [Wal-Mart 2006 Associate Guide and UFCW Analysis]
- The estimated total amount of federal assistance for which Wal-Mart employees were eligible in 2004 was \$2.5 billion. [The Hidden Price We All Pay For Wal-Mart, A Report By The Democratic Staff Of The Committee On Education And The Workforce, 2/16/04]
- One 200-employee Wal-Mart store may cost federal taxpayers \$420,750 per year. This cost comes from the following, on average:
 - \$36,000 a year for free and reduced lunches for just 50 qualifying Wal-Mart families.
 - \$42,000 a year for low-income housing assistance.
 - \$125,000 a year for federal tax credits and deductions for low-income families.
 - \$100,000 a year for the additional expenses for programs for students.
 - \$108,000 a year for the additional federal health care costs of moving into state children's health insurance programs (S-CHIP)
 - \$9,750 a year for the additional costs for low income energy assistance.[The Hidden Price We All Pay For Wal-Mart, A Report By The Democratic Staff Of The Committee On Education And The Workforce, 2/16/04]

88-2

There are so many vacant stores in the AV why do they need to build new buildings- focus on bringing in

88-3

new businesses to fill the empty buildings.

88-3

The Cost of Wal-Mart's entry into a community can be significant

- According to a 2003 estimate, the influx of big-box stores into San Diego would result in an annual decline in wages and benefits which could cost the area up to \$221 million [San Diego Taxpayers Association (SDCTA), 2003]

88-4

Lower wages mean less money for communities

- When an employer pays low wages to its employees, the employees have less money to spend on goods and services in the community, which in turn reduces the income and spending of others in the community. In other words a reduction in wages has a multiplier impact in the surrounding area.
- For instance, in 1999, Southern California municipalities estimated that for every dollar decrease in wages in the southern California economy, \$2.08 in spending was lost-- the \$1 decrease plus another \$1.08 in indirect multiplier impacts. ["The Impact of Big Box Grocers in Southern California" Dr. Marlon Boarnet and Dr. Randall Crane, 1999.]

88-5

Would you want a Walmart as your neighbor? Drive by any Walmart in the AV during different parts of the day and I guarantee you will see trash all over the parking lot, carts all over and spilling into nearby neighborhoods, teenagers loitering outside day and night, etc. Walmart is not a good addition to the west side of town. If you must put a Walmart on the west side of town put it near the prison- I'm sure that's what Walmart employees refer to it as.

88-6

Windows Live™ Hotmail@:...more than just e-mail. [Check it out.](#)

Swain, Jocelyn

From: PWill72710@aol.com
Sent: Friday, February 20, 2009 9:30 PM
To: Swain, Jocelyn
Cc: William.Warford@avpress.com; RRexParris@cityoflancasterca.org
Subject: [POSSIBLE SPAM] Addendum to commentary re EIR Walmart/Target @H
Importance: Low



Dear Ms. Swain,

Thanks again for copies of the Draft Environmental Impact Report you provided on Wednesday, 2/18/09. The following are additional comments that I could not address in the 3 minutes provided at the Lancaster Planning Commission meeting on that date.

The affects of building large commercial centers on the values of homes in the Quartz Hill/Lancaster neighborhood is not addressed at all in the Draft EIR, but it is a concern many specifically requested to be included. I find it reprehensible that you would believe notification to homeowners residing in a 500 yard radius are the only ones that warrant notice and information as to how to respond to this proposed new Walmart sighting. 500 yards to the south is the high school. To the west if an empty field, to the north is maybe two blocks of new homes and to the east no more than three streets of newly occupied homes. In all probability it's likely that you notified less than one hundred homeowners. This is a much bigger deal than that.

89-1

As I stated Wednesday, many home owners purchased their homes, as did I, in this rural/residential neighborhood to escape the urban city environment. We were led to believe that no commercial development would encroach upon the immediate area, and we confidently purchased homes in excess on \$400,000 in what we believed would develop into an upscale area. Those of us who continue to maintain these properties will have paid close to \$1 million dollars or more over the life of these loans. And despite the fact that we have watched our property values sink to half the purchase value, we are not willing to have the Planning Commission add insult to injury by throwing up another unwanted and unneeded Walmart, Target, Home Depot, or Lowes in our backyard. To do this will lessen the likelihood of ever recovering our property value in the years to come.

89-2

The rational that these developments will provide us an immediate benefit in terms of revenue and convenience is fallacious at best. We do not want to be confined to our neighborhood. Going into town gives us a much needed outlet and allows us the opportunity to spend our dollars in independent establishments we might not otherwise be aware of just because we are driving around. On the other hand, it allows small business owners an additional and continuous client base that will keep them from going out of business. And more importantly it eliminates the vacancy rate that is growing at an ever alarming rate and adds to the blight of many existing neighborhoods.

89-3

The EIR states that crime would be no more than can be expected in a commercial area. The commission hired an out of the area firm to assess the impact of crime on an area it knows nothing about. I can see it now: "Girl (high, middle, or elementary school) nearly abducted. Suspect escapes in crowded shopping center. Surrounding area searched to no avail." Or, "Officials ask public's help in finding alleged teen stalkers." Oh wait! I did see that one in Thursday's, 2/19/09, Antelope Valley Press, Lights and Sirens section on page 2. True, it wasn't in our part of the valley, but it will be coming soon as that area is rezoned.

89-4

I saw what Walmart did for the Eastside in just two short years out of the 15 that I lived there. And I lived on the Ave K and 20th end. I couldn't wait to get out of there. I would bet anything, short of my life that this part of town will become the Beverly Hills of Section 8 residents as many people just walk away from their properties, or sell at a lost because they didn't get the benefit of their bargain.

89-5

With not one, but a super center discount store on every major corner (Avenues L and K), what will happen to the value of our homes? Who would want to buy a home that faces the delivery area or parking lot of a major shopping center? Who would want to buy a home that will be covered in plastic bags, fast food trash, and abandoned shopping carts clogging the neighborhood streets? Who would want to buy a home that is down wind of the fast-food and restaurant smells? Who would want day workers milling about? Very few, if any, would want to buy a home next to a major shopping center. The people who would like to be within walking distance of any of these discount super centers are not the people who can afford the values these homes used to have and hopefully will one day return to.

89-6

Why has the draft EIR failed to include the change in property values in its investigation? The impacts the commercial centers will have is not limited to only the adjoining properties, and this hew and cry is not coming from just the residents of Quartz Hill. The Draft Environmental Impact Report needs to investigate all the affects rezoning to commercial will have for all the current home owners in the area and the change in their property values.

89-7

I worked hard, saved my money, did my homework (I thought) before I committed to buying a nearly half million dollar home in an area I could look forward to coming home to at days end. I believed the developers and the city when I was told this area was zoned for residential only. I expected that one day the Lane Ranch parcel would go commercial, but not to this extent. I truly expected to see snow covered mountains in winter, distant poppy fields in spring, desert wildlife in the summer, and watch the valley go to sleep in the fall. I truly expected to be able to continue taking walks in the evening, waving to cyclists I didn't even know, and stopping to tell someone how nice their yard looked. Silly me!

89-8

Patricia O. Williams
6060 Ryans Place
Lancaster, CA 93536
(661) 943-6636

Need a job? [Find an employment agency near you.](#)

February 23, 2009

Richard Hecker
42906 47th Street West
Lancaster, California 93536

MS. JOCELYN SWAIN
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534



SUBJECT: DEIRs on The Commons at Quartz Hill & Lane Ranch Towne Center Project

Dear Ms. Swain;

I am concerned about the two draft Environmental Impact Reports (DEIR) that were made available to me last month. I am grateful that I was given the opportunity to speak at the February 18th meeting where I was able to briefly identify some of my concern. I promised at that meeting that I would follow up with a letter covering more material than the 3 minute limitation allowed me to cover. This letter provides that additional information.

Let me start out by repeating what I said at the public meeting. I believe that both DEIRs are flawed and need significant corrections. I will be unable to cover every flaw in this document. As I stated at the public meeting, there is not enough time to read, absorb, and analyze the content of both DEIRs. I will cover as much of it as I can in this document and I may even be able to send a second response before the February 23 deadline expires. I hope that you will treat all my responses in a cumulative fashion. While I may repeat information provided earlier, my intention is to identify the content of the DEIRs that need reconsideration.

At this point, it is probably a good idea to introduce my background. My education has been very technical and rigorous. My Bachelor of Science degree in Electrical Engineering was awarded by California State University, Fresno. During my career, I have worked with other Engineers and developed a deep appreciation for the common principles that unite us. Although I am not a Traffic Engineer or directly experienced in a number of the other specific areas of study that should form the foundation for these DEIRs, I still recognize the core principles involved. At the initial scoping meetings held at Quartz Hill High School (QHHS), I spoke up and notified the city that such professional expertise exists within our community and we are capable of doing our own analysis of the raw data. We are inclined to draw our own conclusions when the data is provided. We are capable of recognizing when mistakes are made. We appreciate the value of Peer Review and think it is in the city's best interest to accommodate our needs. With a transparent process where all the information is freely available, the mistakes can be identified and corrected so that our community truly benefits. These projects should not be approved if they harm our community.

90-1

At the public comment meeting, I mentioned that the assumptions that seem to be the foundation for these DEIRs was not documented. The fact that assumptions exist does not automatically disqualify these reports. I can attest to the difficulty in writing a technical document without it reflecting certain assumptions. But it is absolutely critical to list assumptions in a spirit of full disclosure to enable a reader to assign their influence the proper weight. As another general category, A number of the specific sections that concerned me seem to reflect sloppy work. I do not claim any special expertise, but I would expect them to handle attribution properly. When information from other documents applies, these authors should provide proper references so that the public can track down the information and establish the veracity of the claims. While the authors may spend 8 hours a day and 5 days a week pouring over this material, to the public these references are like needles in a haystack. The authors fail to provide the full bibliographical information that would enable citizens to participate in the process on equal footing. I would hope that the city officials would hold these authors accountable for the times when they draw conclusions without citing their supporting data. The data always speaks for itself.

90-2

I will now elaborate on a specific concern I brought up at the public meeting. There were two sentences I read from table I-1 of The Commons at Quartz Hill. The sentences can be found on page 1-45 under the Response Distance paragraph. That paragraph explains that the 1.8 mile distance “does not meet the LACFD's requirement” and refers to a plan for a future fire station location. Although the report proposes a sprinkler system as a mitigating proposal, the report does not cite any authoritative source that would explain if a 5,000 gallon per minute flow at 20 pounds will suffice. Are we expected to accept such a claim on blind faith? The local water supply issues are an important topic. I was present at a city council meeting where a homeowner on the west side talked about water supply problems affecting his neighborhood. They had problems when an upstairs faucet was used. With the drought conditions we are facing, we are being asked to cut back even further. I question whether it is wise to rely on such a weak link for a critical public safety issue. I would remind you that Captain Murphy worked at Edwards. His observations are famous now with some people even calling them a law. I would hate to see the sprinkler system fail and the ensuing loss of life that easily could have been avoided if these projects were delayed until the supporting infrastructure around them was sufficient.

90-3

The two DEIRs are very similar in many respects. I found many of my concerns in both documents. I will only list the page numbers from The Commons at Quartz Hill. Since it appears that sections were cut and pasted between the two reports, the mistakes made in one document are frequently contained in the other. I am not claiming that all the concerns I list are present in both, but I think it would be prudent for the authors to look for the mistakes in both reports.

90-4

I am attaching to this letter a list of specific page numbers that exemplify my concerns.

Sincerely,

Richard Hecker

Most of these comments come from table 1-1.

Page 1-8 It refers to the General Plan but does not provide bibliographical information. Is this the new General Plan or the previous one? What was the published date?

90-5

Page 1-8 The mitigation measures may not suffice. My personal experience with the upgraded lights at Wienerschnitzel at L and 45th leave me concerned about the claims. No data about the lumens or distance measurements are provide.

90-6

Page 1-14 It states "the proposed project is actually expected to decrease total vehicle miles" without attribution. Who has this expectation? What are their qualifications to make this assessment? Is there any data behind this conclusion? Is this expectation an example of one of the undocumented assumptions?

90-7

Page 1-16 There are no existing restaurants in the area and residents do not spend 16-20 hours a day preparing meals. The conclusion is without merit. It seems ludicrous to suggest the fast food restaurants will produce no more odors than the existing neighborhoods. Why not measure the existing neighborhood odors and compare?

90-8

Page 1-19 The report talks about the current chain link fencing that exists. The fence is a recent development probably installed in anticipation of these reports and the other activities. Do the statutes regulating these reports anticipate that some developers may stack the deck in advance?

90-9

Page 1-20 A foundation was removed from the site. Qualifications are not listed. Who determined that the foundation had no historical significance? What qualifications apply to the person or company that removed the foundation?

90-10

Page 1-22 Will I be given a copy of the report documenting the comprehensive geotechnical investigation?

90-11

Page 1-25 Has the evaluation of Ninyo & Moore been published? Proper attribution again is lacking. Where is the data?

90-12

Page 1-30 I would like a copy of the NOI when it is ready.

90-13

Page 1-32 Street sweeping is listed as a mitigation measure. How long will the sweeping continue? Will contractual obligations exist? It bothers me when a mitigation measure is subsequently discontinued as a budgetary decision.

90-14

Page 1-37 A conclusion is made that "developing residential neighborhoods surrounding the project site would benefit" without citing any supporting data. What standards are used to measure this benefit? Is this another undocumented assumption?

90-15

Page 1-39 Measurements for segments of 60th West north of Avenue J are nice, but I would like to see measurements for the 60th West and Avenue L intersection. Raw data from these measurements should suffice.

90-16

Page 1-41 Another ludicrous statement. "It is possible that construction of the proposed project could result in the need for the extension of roads or other infrastructure." The choice of words here is revealing. Are more undocumented assumptions present here? This statement is my personal favorite to suggest that bias may be involved.

90-17

Page 1-42 Some statistical information is provided but it sounds superficial. More data about the job balance would be worthwhile. No data about the quality of the jobs is provided. The lack of data may leave people comparing apples and oranges.

90-18

Page 1-45 Does not meet the LACFD's requirements. Mitigation measures are questionable. The General Plan calls for infill development to avoid these types of infrastructure problems.

90-19

Page 1-49 Still looking for undocumented assumptions. How they conclude that "no new or expanded police stations would be needed" escapes me. The Walmart at 10th East and Avenue J is a good example in this regard. That location required dedicated officers. Will this project likewise have the retailers pay for this type of support?

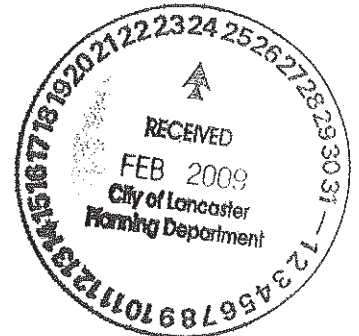
90-20



23

February 19, 2009

Ms. Jocelyn Swain
 Environmental Planner
 CITY OF LANCASTER
 44933 Fern Avenue
 Lancaster, CA 93534



Dear Ms Swain:

I have reviewed the “ECONOMIC, FISCAL AND “URBAN DECAY” ANALYSIS for both proposed shopping centers at 60th Street West and Avenue L. The report is Appendix L in the Wal-Mart EIR and Appendix M in the Lane Ranch EIR.

Prior to addressing the HR&A Advisors Report, which is the same document in both EIR’s, I am making the assumption that both Appendix L and Appendix M are the Final Reports even though the front page on each document states “**Preliminary Working Draft – Not for Public Distribution**”.

I want to address what I consider to be several “Major” mathematical errors or unjustified assumptions within the HR&A Advisors Report.

The first “Major” mathematical error/assumption is at the root of the report and thus causes an inaccurate mathematical projection through out the entire report.

I believe there is a “Major Error” in the stated value for the “Per Capita Personal Income”. The report on Page 34, Table 18 states Personal Income for every person (every man women and child) in each of the stated years below is as follows:

2007	2008	2009	2010	2011
\$41,802	\$43,559	\$45,390	\$47,298	\$51,357

The stated level of per Capita Income in the HR&A Economic Report surprised me and to be honest, I had hoped the report was correct with these stated income figures.

The HR&A Report states that it used demographic projections from the respected national firm, Claritas and also states the Primary Trade Area is 5 miles.

91-1

91-2

Ms. Jocelyn Swain
February 23, 2009
Page Two

Last night I purchased online from Claritas a demographic report for the 5-mile radius from the intersection of 60th Street West and Avenue L along with the 1, 2 and 3 mile radius.

I have enclosed with this letter the Claritas Report dated Sunday, February 22, 2008.

The enclosed Claritas Report states the 2008 estimated Per Capita Income for the 5-mile radius as \$27,946.

The HR&A Economic Report states Per Capita Personal Income is \$43,559 (that is per person). The stated income of \$43,559 does not equal the \$27,946 as shown in the Claritas Demographics I obtained yesterday.

I estimate that by increasing the Per Capita Income by \$15,613, the 2008 "Aggregate Regional Market Area Income" is then increased by **\$1,400,000,000 or 1.4 Billion Dollars per Year. Yes that is "B" for 1.40 Billion Dollars that does not currently exist as stated in the Claritas report in the Primary Trade Area.**

Why is there a difference in Per Capita Income?

In the report, HR&A states they obtained the demographic information from a respected company, Claritas. HR&A also states in Appendix C that they modified the Per Capita Income using what they call a "BEA" definition.

In the HR&A report they outline in Appendix C the following definition for "BEA"

The BEA definition is a broad definition of per capita personal income that includes both money receipts and changes in assets; it usually is a substantially higher figure for a given population than the per capita amount reported by the U.S. Census, which reports a more limited concept of "money" income that is derived from estimates provided by a sample of census respondents.

I must admit I have never heard the term BEA before but I will conclude the "BROAD" definition estimates that the value of homes is always increasing, everyone's 401K plan that is invested in the stock market is always increasing, people give incorrect gross incomes when the Census is conducted by the US Government and people do not report accurate Net Incomes on their tax returns.

91-3

91-4

91-5

Ms. Jocelyn Swain
February 23, 2009
Page Three

In plain math, it means the HR&A Advisors Economic Report has inflated the 2008 Average Household Income to approximately \$131,896 by using what they term the BEA definition/recalculation instead of \$84,629 as stated in the attached Claritas Report.

91-6

I would welcome the opportunity to ask the following question to the residents in the Primary Trade Area, "Is your income closer to \$85,000 or \$131,000?"

In addition to the factual miscalculation of Per Capita Personal Income, the HR&A Economic Report has 2 hypothetical projections that are overly optimistic in the current 2009 economic environment.

91-7

The first extremely questionable assumption is the rate of increase in "Per Capita Personal Income". Not only does the Per Capita Personal Income begin with an incorrect value but also it projects an increase of approximately 25% from years 2007 to 2012.

If you use 3.0 persons per household in 2007, the HR&A Economic Report increases the Average Household income in the Primary Trade area from \$125,000 in 2007 to \$155,000 in 2012.

91-8

This difference in "Per Capita Personal Income" by what they term BEA method distorts the "Aggregate Regional Market Area Income by **\$1,750,000,000 or 1.75 Billion Dollars per Year in 2012.**

The third mathematical statement in the HR&A Economic Report that is also extremely questionable is the projected residential growth in the Primary Trade Area. The report projects an increase in population of 12,544 in the five-year period of 2007 to 2012.

In the Primary Trade Area as defined in the HR&A Economic Report, I would assume the residential growth would be almost entirely single-family homes.

Given the current economic climate, it is very questionable if the Primary Trade Area will see 4,325 homes built in years the 2007 to 2012.

91-9

I concluded the projected 4,325 residential units by dividing the projected increase in population, 12,544 by the Average Household Size of 2.9 as stated in my Claritas Report for the 5-mile trade area.

Please keep in mind that the Primary Trade Area of 5 miles encompasses the area within the City of Lancaster that is to the west of Highway 14.

I have also attached for your review page HE-C-3 from the Lancaster General plan Housing Element-Public Draft-May 1, 2008.

91-10

Ms. Jocelyn Swain
February 23, 2009
Page Four

I believe the following statement would not be questioned by anyone given the current economy in 2009, "the increased level of residential construction in the City of Lancaster from 2004 to 2006 was as a direct result of the runaway mortgage money in the United States".

The Lancaster Residential Construction chart that I have enclosed states that on average less than 500 units were built annually in the "Entire" City of Lancaster from 1992 to 2003.

The HR&A Economic Report again states that there will be approximately 4,325 residential units built west of Highway 14 between the years 2007 to 2012. Using historical data that has been provided by the City of Lancaster, if you exclude the runaway mortgage money years, the projections are that less than 2,500 residential units will be built in the entire city during that same period of time.

Of those projected 2,500 residential units for the entire City of Lancaster, I would expect many of those units would be built in East Lancaster.

I also believe that because of the "runaway mortgage years", much less than 500 units will be built citywide in the City of Lancaster annually during the next 4 years.

Now the question is what are the projected increase in GLA if you factor in what would be a correct Per Capita Income, a reasonable increase in the Per Capita Income and a reasonable increase in residential units?

It is my opinion the 2012 estimated "increase" in GLA of 358,418 within the Primary Trade Area as stated on Page 34 of the report is grossly inaccurate when you answer the questions in the preceding paragraph.

I want to discuss Urban Decay and it is referenced in the HR&A report on Page 48, the "Evaluation of the Project's Potential to Cause Urban Decay".

As I previously stated, the HR&A report projects the need for approximately 400,000 square feet of gross leasable area (GLA) for shopping centers in the "Primary Trade Area" by 2012 and it also states there is 724,727 planned GLA just at the intersection of 60 Street West and Avenue L.

Even if my mathematical calculations are not correct and the HR&A report is accurate using the questionable BEA method, the report does state there will be a "short term oversupply" of 324,727 square feet (724,727 - 400,000).



HR&A reasons the “short term over supply” will be resolved by late 2014 or early 2015.

This estimate of 2-3 years to absorb 324,727 GLA is not being realistic in these economic times just as the HR&A estimates for an increased demand in 2012 for 400,000 square feet in retail stores.

If the Economic Report is recalculated by HR&A based the Claritas Report using what I believe are correct “Per Capita Personal Income” projections for 2012 and using reasonable Residential Unit Growth, I would estimate the need for additional GLA would be drastically less than 400,000.

I highly suggest that the City of Lancaster question HR&A Advisors on the Economic Report and their methodology for deriving the “Per Capita Personal Income”, the income growth and increased housing units.

I would also suggest that the “Primary Trade Area” be a 3 mile radius given that the residents outside the 3 mile radius have the opportunity to shop at either of the 2 existing Target’s or Wal-Mart’s in both the City of Lancaster or Palmdale.

I have also had the opportunity to review the DDS Marketing Demographic Report that I believe was prepared for the Wal-Mart project.

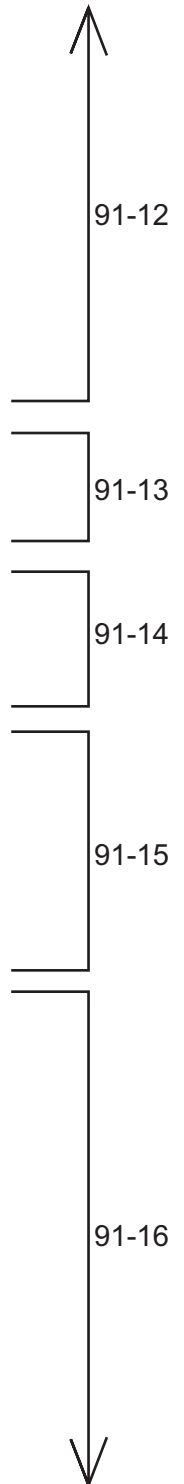
I am in no way questioning how the Wal-Mart Corporation analyzes a trade area but I believe they have come to conclusions based upon a flawed Demographic Study that was prepared by DDS.

In conclusion, I am 1 of the 2 General Partner’s for the ownership of Quartz Hill Towne Center, the Vons-CVS Shopping center located at the northwest corner of 40th Street West and Avenue L.

I do have a vested interested interest in the “proposed zone changes” at 60th West and Avenue L, as do our Limited Partners, Tenants and Lender.

I had not planned on writing or speaking my opinions concerning this subject until last night when I had a chance to review the HR&A Economic Report and compared it with my own Claritas information.

I realized I had to voice my opinion about the HR&A report that is the foundation in justifying building these 2 shopping centers.



Ms. Jocelyn Swain
February 23, 2009
Page Six

The HR&R report makes an inaccurate statement when it reasons in the summary that Quartz Hill Towne Center will not be affected by the 2 proposed centers at 60th & L.

I could be totally off base with my math/conclusions and proven completely wrong but based upon my calculations, Quartz Hill Towne Center will be devastated if these 2 shopping centers are constructed at any time in the next 10 years.

I would also conclude there would be additional Urban Decay within the trade area caused to other shopping centers in the City of Lancaster if both centers are constructed in the time period stated in the report.

Please have HR&A review the comments I have expressed in this letter.

I would recommend a neutral third party not associated with HR&A evaluate this report due to the fact that they took the liberty to expand the definition of Per Capita Income even though they state they were using information supplied by Claritas.

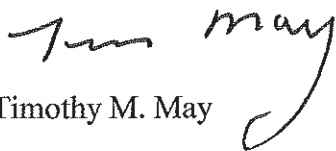
Once the Economic Report is updated, it is my opinion that it will state there will be "Urban Decay" in the Primary Trade Area with the addition of these 2 shopping centers.

If I am correct in stating the HR&A Economic Report has "major" mathematical errors, I request the Planning Commission and City Council deny the requested to "increase" the current commercial zoning at 60th Street West and Avenue L due to URBAN DECAY.

There is a reason the Report on the first page states ""Preliminary Working Draft – Not for Public Distribution".

I would welcome the opportunity to be part of any group that meets with HR&A Advisors or a neutral third party to discuss their revised Economic Report.

Sincerely;

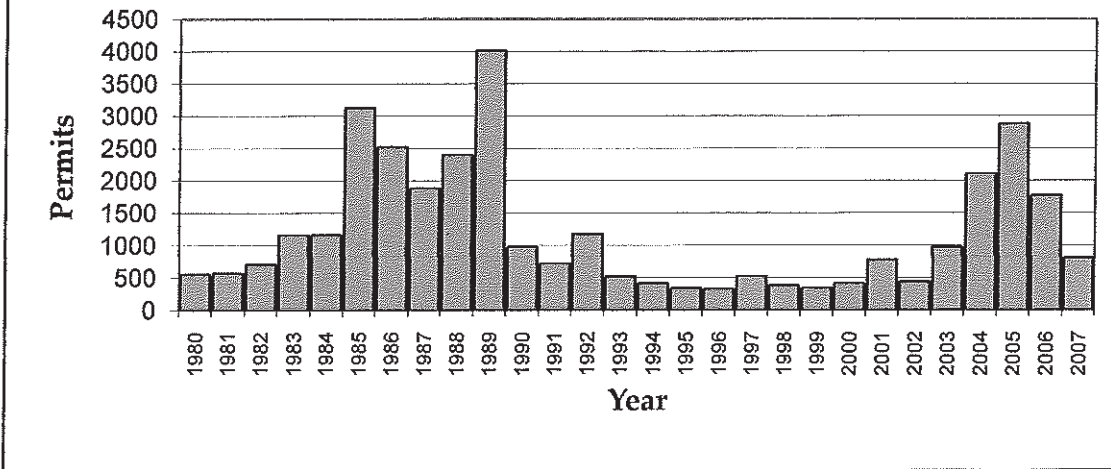


Timothy M. May

Cc: City of Lancaster Planning Commission
Mr. Mark Bozigian
Mr. Brian Ludicke

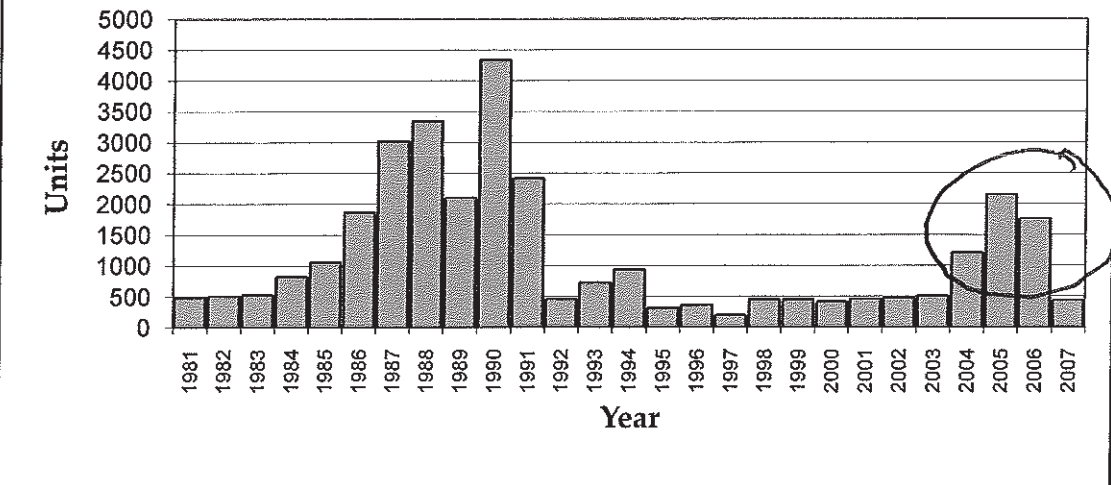
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91-16
91-17
91-18
91-19

Figure HE-C-1
Lancaster Residential Permits Issued
1980-2007



Source: City of Lancaster

Figure HE-C-2
Lancaster Annual Residential Construction
1981-2007



Source: State Department of Finance, City of Lancaster

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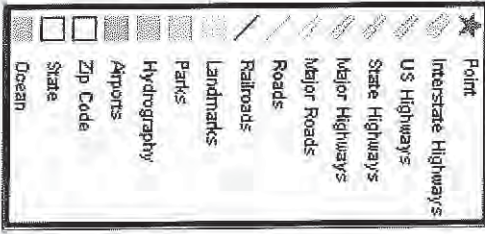
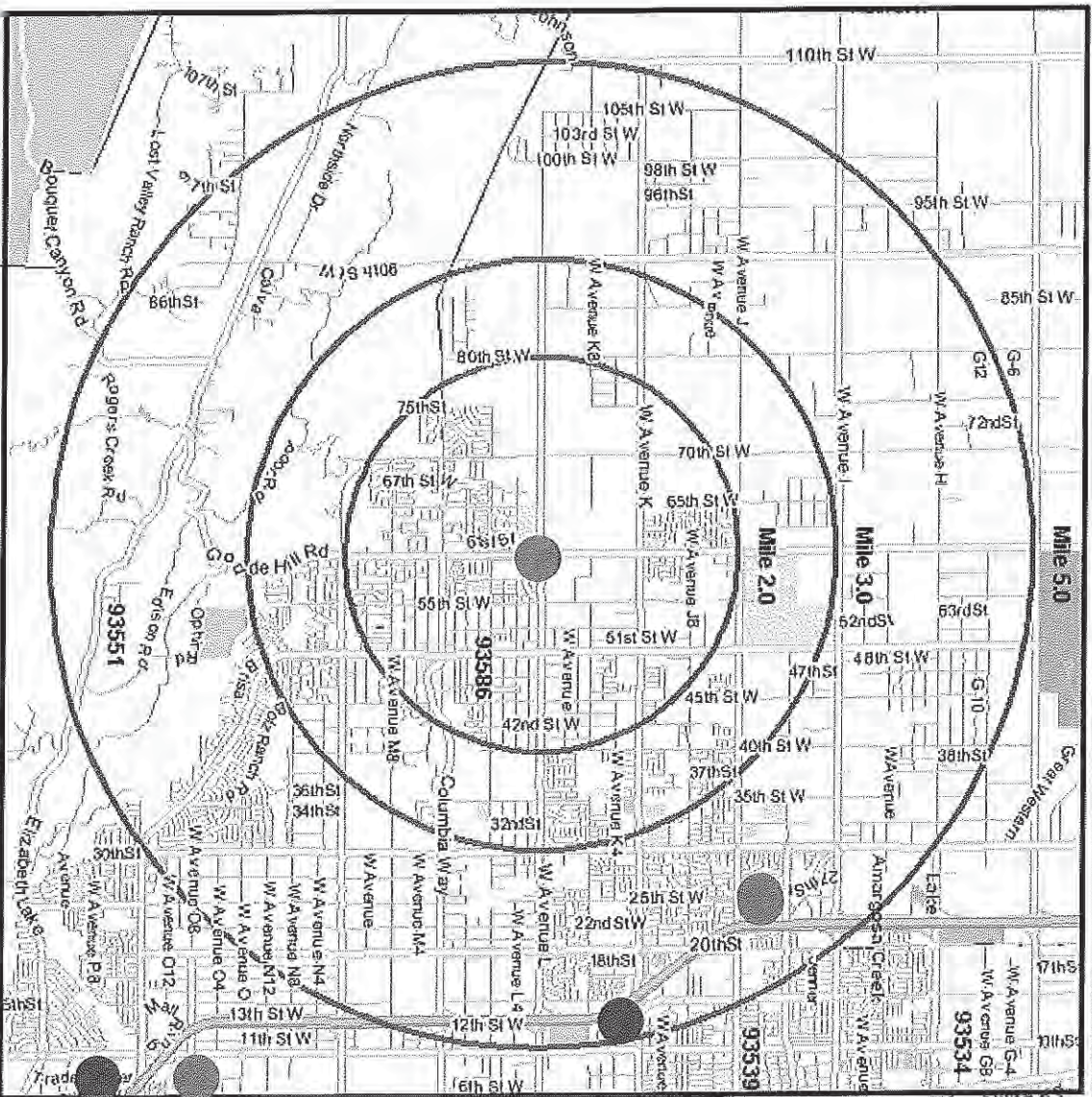
91-20

Prepared For:

Area Map

Order #: 967488414
Site: 01

60TH ST W AT W AVENUE L
LANCASTER, CA 93536
Coord: 34.660224, -118.236318
Radius - See Appendix for Details



Prepared on: February 22, 2009
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Page 1 of 2
Claritas Tech Support: 1 800 866 6511



Pop-Facts: Demographic Quick Facts Report

Radius 1: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Radius 2: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Radius 3: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Description	0.00 - 2.00 miles		0.00 - 3.00 miles		0.00 - 5.00 miles	
	Radius 1	%	Radius 2	%	Radius 3	%
2008 Est. Households by Household Income	7,567		12,909		29,099	
Income Less than \$15,000	861	11.38	1,205	9.33	2,566	8.82
Income \$15,000 - \$24,999	656	8.67	939	7.27	2,127	7.31
Income \$25,000 - \$34,999	369	4.88	801	6.20	2,099	7.21
Income \$35,000 - \$49,999	816	10.78	1,436	11.12	3,265	11.22
Income \$50,000 - \$74,999	1,162	15.36	2,144	16.61	5,574	19.16
Income \$75,000 - \$99,999	1,071	14.15	1,878	14.55	4,463	15.34
Income \$100,000 - \$149,999	1,542	20.38	2,699	20.91	5,812	19.97
Income \$150,000 - \$249,999	889	11.75	1,408	10.91	2,521	8.66
Income \$250,000 - \$499,999	146	1.93	302	2.34	509	1.75
Income \$500,000 and over	54	0.71	96	0.74	162	0.56

91-21

2008 Est. Average Household Income	\$88,246	\$90,400	\$84,629
2008 Est. Median Household Income	\$73,248	\$74,167	\$70,146
2008 Est. Per Capita Income	\$30,280	\$27,877	\$27,946



Pop-Facts: Demographic Quick Facts Report

Appendix: Area Listing

Area Name:

Type: Radius 1

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

60TH ST W AT W AVENUE L
LANCASTER, CA 93536

Latitude/Longitude 34.660224 -118.236318
Radius 0.00 - 2.00

Area Name:

Type: Radius 2

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

60TH ST W AT W AVENUE L
LANCASTER, CA 93536

Latitude/Longitude 34.660224 -118.236318
Radius 0.00 - 3.00

Area Name:

Type: Radius 3

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

60TH ST W AT W AVENUE L
LANCASTER, CA 93536

Latitude/Longitude 34.660224 -118.236318
Radius 0.00 - 5.00

Project Information:

Site: 1

Order Number: 967488414



Pop-Facts: Demographic Quick Facts Report

Radius 1: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Radius 2: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Radius 3: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Description	0.00 - 1.00 miles		0.00 - 2.00 miles		0.00 - 3.00 miles	
	Radius 1	%	Radius 2	%	Radius 3	%
Population						
2013 Projection	6,544		23,812		47,509	
2008 Estimate	6,057		22,107		43,514	
2000 Census	5,279		19,517		37,096	
1990 Census	3,209		13,285		27,184	
Growth 1990 - 2000	64.51%		46.91%		36.46%	
Households						
2013 Projection	2,268		8,086		14,213	
2008 Estimate	2,129		7,567		12,909	
2000 Census	1,897		6,754		10,788	
1990 Census	1,215		4,646		8,328	
Growth 1990 - 2000	56.13%		45.37%		29.54%	
2008 Est. Population by Single Classification Race						
	6,057		22,107		43,514	
White Alone	4,421	72.99	16,680	75.45	30,203	69.41
Black or African American Alone	675	11.14	2,065	9.34	5,732	13.17
American Indian and Alaska Native Alone	42	0.69	171	0.77	347	0.80
Asian Alone	251	4.14	880	3.98	1,953	4.49
Native Hawaiian and Other Pacific Islander Alone	13	0.21	55	0.25	100	0.23
Some Other Race Alone	351	5.79	1,218	5.51	3,164	7.27
Two or More Races	304	5.02	1,038	4.70	2,016	4.63
2008 Est. Population Hispanic or Latino						
	6,057		22,107		43,514	
Hispanic or Latino	1,052	17.37	3,518	15.91	7,941	18.25
Not Hispanic or Latino	5,005	82.63	18,589	84.09	35,573	81.75
2008 Tenure of Occupied Housing Units						
	2,129		7,567		12,909	
Owner Occupied	1,484	69.70	5,700	75.33	9,904	76.72
Renter Occupied	645	30.30	1,867	24.67	3,006	23.29
2008 Average Household Size						
	2.83		2.91		2.98	



Pop-Facts: Demographic Quick Facts Report

Radius 1: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Radius 2: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Radius 3: 60TH ST W AT W AVENUE L, LANCASTER, CA 93536, aggregate

Description	0.00 - 1.00 miles		0.00 - 2.00 miles		0.00 - 3.00 miles	
	Radius 1	%	Radius 2	%	Radius 3	%
2008 Est. Households by Household Income	2,129		7,567		12,909	
Income Less than \$15,000	307	14.42	861	11.38	1,205	9.33
Income \$15,000 - \$24,999	253	11.88	656	8.67	939	7.27
Income \$25,000 - \$34,999	138	6.48	369	4.88	801	6.20
Income \$35,000 - \$49,999	181	8.50	816	10.78	1,436	11.12
Income \$50,000 - \$74,999	341	16.02	1,162	15.36	2,144	16.61
Income \$75,000 - \$99,999	311	14.61	1,071	14.15	1,878	14.55
Income \$100,000 - \$149,999	416	19.54	1,542	20.38	2,699	20.91
Income \$150,000 - \$249,999	156	7.33	889	11.75	1,408	10.91
Income \$250,000 - \$499,999	19	0.89	146	1.93	302	2.34
Income \$500,000 and over	8	0.38	54	0.71	96	0.74
2008 Est. Average Household Income	\$73,810		\$88,246		\$90,400	
2008 Est. Median Household Income	\$63,633		\$73,248		\$74,167	
2008 Est. Per Capita Income	\$26,103		\$30,280		\$27,877	



Pop-Facts: Demographic Quick Facts Report

Appendix: Area Listing

Area Name:

Type: Radius 1

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

60TH ST W AT W AVENUE L
LANCASTER, CA 93536

Latitude/Longitude 34.660224 -118.236318

Radius 0.00 - 1.00

Area Name:

Type: Radius 2

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

60TH ST W AT W AVENUE L
LANCASTER, CA 93536

Latitude/Longitude 34.660224 -118.236318

Radius 0.00 - 2.00

Area Name:

Type: Radius 3

Reporting Detail: Aggregate

Reporting Level: Block Group

Radius Definition:

60TH ST W AT W AVENUE L
LANCASTER, CA 93536

Latitude/Longitude 34.660224 -118.236318

Radius 0.00 - 3.00

Project Information:

Site: 1

Order Number: 967488420



Atten: Jocalyn Swain, Assistant Planner -- Environmental
Lancaster City Hall
44933 North Fern Ave.
Lancaster, CA 93534



Regarding the Draft EIRs for the proposed developments on Ave L and 60th Street West in Lancaster at the boarder of Quart Hill, attached are the comments I had regarding the proposed developments. I have many more concerns than I had time to include in this tight 45 day deadline.

92-1

We hope you can make sure these issues are address in the final EIRs.

Thank you,
Michael and Cleo Goss
611 Landau Place
Quartz Hill, CA
93536

The name Quartz Hill Commons is offensive. This may be a 'common', yet one more superstore strip mall but it is not on Quartz Hill property. Just like Lancaster objected to the city name being used on the sign for the LA County prison, Quartz Hill residents and businesses object to Quartz Hill name being associated with a Lancaster commercial site because patrons may be fooled into thinking this is Quartz Hill's business district.

92-2

Deficiencies

The school zone is not limited to only the school property. School zone warning signs and reduced speed limits are posted well beyond the school boundary. The schools nearby and across the street from the proposed commercial centers are a major environmental element in the neighborhood of Ave L and 60th Street West. Rezoning to commercial will have a major affect on the school environment and this should be addressed in the Environmental Impact Report.

92-3

1. Truancy is not addressed at all in the Draft Environmental Impact Report but it is a concern many specifically requested to be included. Truancy will be a problem for both Joe Walker Junior High School and Quartz Hill High School.

a. Truancy will cost parents time off from work to attend court and money to pay the truancy fines.

92-4

b. Truancy will decrease federal funding. On February 15th, 2009 the AVPress reported that student attendance is critical to the districts cash flow revenue. Schools are only paid when a child attends. Currently there is no fast food and commercial places for students to hang out within walking distance of the schools. Reducing attendance by a single percentage point reduces federal funding by \$1 million dollars.

c. The AM/PM on the corner of Ave L-8 and 60th is the only commercial store within walking distance from the schools. They will only allow a limited number of students in the store at a time and none with backpacks to prevent shop lifting and other problems?

92-5

d. Placing fast food across the street will increase childhood obesity. Students will stop at fat-food establishments on their way to and from school. Schools have worked hard to provide students with healthy snacks and lunches. Vending machines are no longer stocked with junk food. Who has the will power to eat healthy when the smell of greasy fried foods reminds you they are just a step away? Many figure conscious students will resort to a finger down the throat to correct their overeating. Students who are not allowed to leave campus for lunch will sneak off and not bother to return to school afterwards.

92-6

It doesn't take much to temp some students away from school, placing 2 shopping centers directly across the street will be too much to resist. No other school in the Antelope Valley is surrounded by super sized commercial centers. Why has the Draft Environmental Impact Report failed to include truancy in its investigation? The Draft Environmental Impact Report needs to investigate all the affects of rezoning to commercial in a school zone will have on the students. The stores should provide funding for the additional truancy officers that will be needed to police the students.

92-7

2. The affects of building large commercial centers on the values of homes in the neighborhood is not addressed at all in the Draft Environmental Impact Reports but it is a concern many specifically requested to be included.

a. Many home owners purchased their homes in this rural/residential neighborhood to escape the urban city environment. These proposals will completely change the character of the neighborhood. Many home owners will wish to move to escape the encroachment of commercial into the neighborhood and the problems that will bring. Who would want to buy a home that faces the delivery area of a major shopping center?

92-8

b. With not one but two super center discount stores on the same corner, what will happen to the property value of homes? Homes in this area were consider by realtors and potential home

owners as the most desirable in the Antelope Valley and commanded higher prices than a similar home built on the eastside. If these commercial centers are built the neighborhood will no longer be desirable and property values will drop.

- c. The people who would like to live within walking distance of two discount super centers are not the people who can afford to live in the neighborhood.

Why has the Draft Environmental Impact Report failed to include the change in property values in its investigation? The impacts the commercial centers will have is not limited to those sites only. Quartz Hill properties adjoining the commercial centers and Palmdale properties a mile down the road will also be affected. The Environmental Impact Report needs to investigate the downward change in property values to the homes in the surrounding area and develop a strategy that will allow fleeing residents a monetary compensation for the reduced property values these centers will cause.

92-8

3. The affects of trash generated from the stores and fast food establishments is not addressed at all in the Draft Environmental Impact Reports but it is a concern many specifically requested to be included.

- a. There is no way to prevent the wind from blowing plastic bags, fast food packaging and other trash onto residential property or the surrounding land. How will this be mitigated? The commercial shopping centers need to provide weekly if not daily litter removal.
- b. Abandoned shopping carts will end up on residential property and streets. Residents already living near commercial centers recount the problem of shopping carts that block residential streets. How will this be mitigated? The commercial shopping centers need to police the residential areas for abandoned shopping carts and remove these eye sores and street hazards.

92-9

4. The Draft Environmental Impact Report did not bother to include the suggestion of turning the Lane Ranch property into a historical museum. This idea was publicized in the AVPress years ago and it was included in the public comments appendix of the report. The DIER introduction indicated alternatives would be evaluated under public services and did mention that a museum was suggested as a better use for project site but the museum alternative was never evaluated as an alternative in the DIER for Lane Ranch.

92-10

5. A park alternative was suggested for the Commons project and this suggestion was included in the public comments appendix. The Draft Environmental Impact Report mentioned the park alternative but dismissed without a proper evaluation, claiming it was infeasible because the city does not own the property. Doesn't the city know they can purchase the property from Wal-Mart? If the city does not rezone the land to commercial the property will remain residential and be worthless for a company that wants to build commercial. Wal-Mart would likely sell the property to the city to purchase more suitable property; property not across from a school, property near the freeway, property already zoned commercial and that already has multiple lane access. The business area near Ave G fits the bill. Wal-Mart may even resell the residential land at Ave L and 60th to the city at a discount rate since they are in the business of discounting.

92-11

6. The Draft Environmental Impact Report for the Commons project also dismisses moving the project to an alternative site as infeasible. The report claims the impacts of the project would remain the same. Moving the project so it is not across the street from the high school will definitely make a difference to its impact on both schools. Moving the project to an already commercially zoned area with multiple lane access will definitely make a difference to the cost of road improvements and maintenance as well as eliminate the impact to residential neighborhood of Ave L and 60th Street West. The Final Environmental Impact Reports need to give serious consideration to the public's suggestions and not just claim it is infeasible to avoid inclusion in the Final Environmental Impact Reports.

92-12

Inadequacies

Summary for Aesthetics

1. The visual mix between residential and commercial land uses impacts the 'small town feel' of the neighborhood. It will be an abrupt change between the unincorporated Los Angeles County Urban 1 designation of single family semi rural homes in the unincorporated area to a mega discount super strip mall type urban commercial center. The compatibility between the adjoining Lancaster City and Los Angeles County land use and the difference in development standards needs to be addressed. Many residents moved to the area to escape the noisy, traffic and crime congested urban centers. These projects will forever change the local neighborhood and desirability of living in the Westside Quartz Hill area.
2. The DEIR does not mention electronic billboards. Will the use of electronic billboards be prohibited?
3. The one and only existing commercial store on 60 Street West an AM/PM located on 60th and L-8. When this store was built, the height of the sign allowed at that time was just off the ground. Lancaster's standard of no taller than the roof of the building, meaning into resident's homes and seeable for miles away creating a nuisance for not just the residents adjacent too the projects but for every residential within miles.

92-13

92-14

Environmental overview provides a table of 82 foreseeable future projects. The 82 future projects in conjunction with the 2 projects on the corner of Ave L and 60th Street West could produce a cumulative impact on the area. The majority of the 82 projects are located in Lancaster. Most of the future projects are 3 miles away from the site. There is 1 park and 2 schools with 76 housing projects. When is it envisioned that the 76 housings projects will be complete? In the current over stocked housing market will they ever be built? Only 3 projects of the listed 82 projects are identified as retail, the two Ave L & 60th projects and another project in Quartz Hill. In the current economic recession/depression how many of the retail shops in these projects will be filled? Will these shopping centers be just another strip of vacant shops anchored by two competing super discount stores?

92-15

Summary for Air Quality claims building these super centers will reduce emissions by providing retail service to the local community. The local community already has shopping for everything these super center will provide. Quartz Hill business district located 1 mile from the site already provides:

2 restaurants	3 fast-food
3 cafes	2 pizza shops
5 beauty salons	1 barber shop
2 antique stores	1 boutique
1 drug store	1 dairy
1 garden shop	1 feed store
2 auto repair stores	2 body shops
4 tire stores	2 gas stations
1 auto-parts store	1 hardware & lumber store
5 convenience stores	3 veterinary clinics/ hospitals
1 bank	1 equipment rental store

Total of 67 stores

Including many little shops: karate, dance studio, skate board store, florist, laundry mat, urgent care, dental, post office, etc

The Albertsons shopping center (3 miles away on Ave N & 60th) offers:

1 grocery store	1 drug store
1 bank	4 fast-food & 1 café

Many little shops: nail & tanning salon, dry cleaners, video rental, boutique etc.

The Albertson's shopping center located 3 miles from this site and the

Vons shopping center located (2 miles away on Ave L& 40th) offers:

1 grocery store	1 auto-parts store
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92-16

2 banks
1 pet store
1 restaurant
Many little shops: donut, ice cream, dry cleaners, video rental, hair & nail salon, pool supply, tanning salon etc.

1 drug store
1 electronics store
2 fast-food & 1 pizza

These super centers will off nothing new to the local community. Most of the local residents live closer to the three existing shopping centers than they do to this site so driving further to reach this site will increase emissions not reduce them.

92-16

Summary for Construction impacts. The last projects developed in this neighborhood, housing tracts, caused significant damaged to resident's vehicles who were trying to enter or leave their property. In my household alone we had 3 flat tries from nails and a bolt. Many other residents as far away as a mile also had flat tries due to nails and one from sheet metal debris. The projects should establish a fund to replace or repair resident's tires that are flatten by construction debris

92-17

Summary for Odors. Odors from the fast food and restaurants associated with the projects is not consistent with odors from existing residents and restaurants in the area.

1. There are no restaurants or fast food in the area. The closest fast-food and restaurants are over a mile away.
 2. No residential cooking produces the quantities of smells that a fast food or restaurant does.
 3. No resident cooks 24-7.
 4. Very few if any resident fry and grill food on a regular basis. These odors are most offensive.
 5. Instead of scraping food off their grill, many fast food establishments burn it off creating both odor and air pollution.
 6. Many if not all fast food establishments will reuse their grease from the day before. Even if they change the grease on a daily basis they are still reusing the grease with every fish or French fry order.
- Any odors coming from these projects would have a significant impact to residents within a mile of the projects, increasing the odors by 100%.

92-18

Summary for Erosion and Topsoil. Since the projects are projected to take at least 1 year for construction they will experience periods of rain. It does not have to rain heavily in the area for flooding and erosion to occur. All the water from the surrounding roads runs through the sites on the way to the lowest laying ground. Every time a storm catch basin is emptied it floods the area. What exactly is the migration methods envisioned? How will it be policed, especially if the catch basin release comes from a Los Angeles or Palmdale storm basin?

92-19

Appendix Aesthetics.

1. Both the Lane Ranch and Commons project's plans include tall towers, 42-feet and 41.6 feet in height. Neither Quartz Hill High School nor Joe Walker junior high school consists of two story buildings. There are no residential homes in the area that are 41 or 42 feet high. The proposed landscaping will not screen these structures from view. This creates a substantial change in the visual character of the neighborhood from its current rural ranch setting.
2. The statement that the 'General Plan' envisions the transformation of the current rural condition to urban uses only applies to Lancaster property, not to Los Angeles' plan for unincorporated Quartz Hill which directly borders these projects. Palmdale is only a mile away and has a different general plan for its land use.
3. The statement that the project area is already urbanized with a mixture of institutional, commercial and residential uses contradicts the statement above about transforming the current rural use to urban. 60 Street is currently not urban. There is one and only one existing commercial store on 60 Street West, the AM/PM located on 60th and L-8. Except for the one AM/PM store 60 Street starting from the city of Rosamond, through Lancaster, unincorporated Quartz Hill, and the city of Palmdale,

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ending at Lake Elizabeth Road in Leona Valley is consistently a rural, residential road. There are ranches, farms, open desert, houses, and a vineyard. These projects do not fit in with the current land uses. The building of these projects will forever change the style and ambiance of the neighborhood community.

92-22

4. Urban decay focuses on whether the retail and dining planned exceeds the likely anticipated demand due to population growth and per capita personal income. In the current over stocked housing market will the 76 foreseeable future housing projects ever be built? If the housing projects never happen or only occur in the distant future than the anticipated population growth will not happen or will be drastically reduced. In these troubled economic times there is little incentive for residents with upside down home mortgages to spend their limited funds on gardening and other home improvements. Increasing foreclosures in the area reduce the number of residents and increase the number of residents on state or federal housing assistance thus reducing the overall incomes of area residents. With increasing job losses and tighten job market, residents will reduce their over all spending and eliminate non essential spending such as eating out. In the current economic recession/depression how many of the retail shops in these projects will be filled? How many will be able to remain open? The DEIR concludes with these projects the retail and dining demand will be increased to 145 %. It further prophesizes this excess supply would likely be a short-term phenomenon. Even President Obama believes we have not reached the bottom of our current economic troubles and economic forecasters predict years before a recovery. All the above mention issues creates a perfect storm for urban decay as competing stores fight to obtain shoppers and survive the economic conditions. At the time the DEIRs were developed the current economic crisis had not happen and any anticipated demand due to population growth and per capita personal income is no longer accurate.

92-23

Air Quality Appendix

1. Emissions for predicted pollutants in the proposed project vicinity used a dispersion model for predicting concentrations from a 1996 Bay Area Air Quality Management District instead of using a methodology from the local Air Quality Management District? Is this an apple to oranges comparison, a beach environment instead of desert environment with different inversion layers, prevailing winds, and regional pollution patterns, outside sources of additional pollutants, peak pollution seasons and daily times? Isn't there a newer methodology than one that is 13 years old?
2. Emissions were modeled based on rates given in the traffic study. The traffic study rates are not representative of peak hours and the numbers differ based on the item be accessed, where current air quality and current noise modeling have higher counts than the numbers given in the traffic study.
 - a. The results for operational activates is shown in table IV. D-8 of both DEIRs and shows that the thresholds set by AVAQMD would be exceeded thus resulting in a significant impact to air quality.
 - b. Assumptions were then made that vehicles would travel a maximum of 0.1 miles within the project site. This is a false assumption since the number of patrons needed to keep the two projects' numerousness stores open can not be found within a 0.1 mile radius and the economic evaluation identifies drawing in customers from as far away as Leona Valley.
 - c. Table IV. D-9 for both DEIRs differs in emission values with the Lane Ranch project showing lower levels of CO and NOx operational levels than the Commons project even though the Lane Ranch project is larger with 394,575 square feet verses 344,550 square feet for the Commons. In this table the Lane Ranch project modeled localized emissions to a level that would not create a significant impact to air quality. The Commons project found a significant impact in operational air quality. Why does the Lane Ranch not have the same significant unavoidable impact when it is across the street from form the Commons project? Does the air quality magically change depending on the side of the street you are standing on?
3. The monitoring station at Division is miles away from the actual site where the emissions come in direct contact with exercising students and residents. The air off the Division is located in an urban

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area and is likely more polluted than the current air at 60th Street West and Ave. L Ranch property and Commons vacant lot.

4. All estimates of current air quality for the surrounding intersections were modeled rather than sampled. As identified above the models are out dated and not compatible with a desert environment. The varying traffic peaks were used to model future emissions. If the input data to a model is questionable then the output from the model is also questionable. Garbage in garbage out.
5. Every store, bank, restaurant, and the majority of fast food stores use armored vehicles to pick up their money and all armored vehicles idle while picking up money. Armored vehicles were not addressed in either DEIR and based the number of stores, shops, banks and restaurants associated with these projects operationally there will be a large number of idling armored vehicles. Competing businesses do not armor vehicle or truck pool.
6. Green house gas emissions to the generation of diesel fuel for the numerous diesel delivery trucks and armored vehicles to global warming were not assessed.
 - a. Diesel performance may mean better fuel economy and less carbon dioxide but it takes about 25% more oil to make a gallon of diesel fuel than a gallon of gasoline, so fuel efficiency needs to be taken in terms of "oil equivalents" and adjust the mileage claims for diesel vehicles downward by about 20% when comparing them to gasoline-powered vehicles.
 - b. US Department of Energy modeling has shown the greenhouse gas affects of diesel is more oil and carbon-intensive than reformulated gasoline. Making a gallon of diesel fuel requires 25% more oil and emits 17% more heat-trapping greenhouse gases than gasoline reformulated gasoline. Similarly, diesel requires 17% more oil and emits 18% more heat-trapping gases than gasoline reformulated with ethanol. This means that diesel fuel's advantages from its higher per-gallon energy content and better performance on greenhouse gases are at least partially offset by the impact of diesel's fuel-production process.

The final EIR needs to compare the current air quality at the school sites to data gather from existing stores of comparable size to see what the true increase in pollution will be. The data gathered from the school and the data from existing stores need to cover more than a few hours in the day since these stores will be open 24-7. A model that estimates air pollution based on estimated traffic is only as good as the input data and that is not representative.

Air Quality Data inserted on page 642 for the Commons project and page 657 for the Lane Ranch project.

1. Air Quality data claims more traffic than is found in the Traffic data. How can this be, is there another traffic count and if so why isn't it used to for the Traffic analysis? For example the difference at the Ave L and 60th intersection is:

8/28/07 Traffic data	Air Quality data	6/2/07 Traffic data for Saturday	Air Quality data for Saturday
northbound			
NL NT NR	NL NT NR	NL NT NR	NL NT NR
22 278 113	22 284 115	17 191 105	17 195 107
southbound			
SL ST SR	SL ST SR	SL ST SR	SL ST SR
83 375 18	85 383 18	66 229 12	67 234 12
eastbound			
EL ET ER	EL ET ER	EL ET ER	EL ET ER
35 288 14	36 294 14	24 121 10	24 123 10
westbound			
WL WT WR	WL WT WR	WL WT WR	WL WT WR
108 198 76	110 202 78	128 168 116	131 171 118

Note there was only one traffic collect on Saturday so traffic counts used in Traffic analysis should be identical to the traffic counts in Air Quality analysis.

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2. Peak traffic data is not representative of actual traffic. The supposed 'AM peak' hour captures only the last half hour of school traffic. The PM peak hour does not capture school traffic at all; it was taken an hour or more after school let out (junior high school lets out earlier than the high school). For example the difference in exiting traffic according to Air Quality data between AM and PM traffic on Ave L and 60th shows:

northbound AM	PM	Difference between AM&PM peak
NL NT NR	NL NT NR	NL NT NR
22 284 115	65 225 136	43 59 21
southbound AM		
SL ST SR	SL ST SR	SL ST SR
85 383 18	109 253 28	24 130 10
eastbound		
EL ET ER	EL ET ER	EL ET ER
36 294 14	75 81 50	39 213 36
westbound		
WL WT WR	WL WT WR	WL WT WR
110 202 78	150 182 85	40 20 7

So the majority of differences between AM & the tail end of school traffic and PM with no school traffic is 53.5. Did students fly over the intersection on their way to school or did the 3,200 cram into 53 additional cars?

- 4. What's with the average speed estimates? Everything says current speed is 20 mph when the posted speed limits are either 45 mph or 55 mph. 92-33
- 5. How come future estimates have a 5 mph estimate? Is this because the traffic is going to be so bad, that it only moves 20 mph or is this to reduce estimated emissions? 92-34
- 6. How come PM average speed is the same 20 mph as the AM speed when PM traffic did not capture school commuters. 92-35
- 7. Travel Conditions are not reflective of the area, most residents travel more than 12.7 miles to work, many travel 30 - 60 miles or more. The 12.7 estimate must be for inner city dwellers. Travel speeds listed appear to also be suited for inner city rates with an average 30 mph, instead of the 55 mph speed posted on most rural roads and 65 - 70 freeway speeds. 92-36
- 8. Where did the operational emission estimates for store types come from? The emissions from the stores doesn't state the size of the establishments used in the comparison, are they the same size buildings as the proposed buildings? Where are the emissions for the restaurants and fast food establishments? 92-37
- 9. Under Operational Settings - Summary of Land Uses lists store unit types as all being 1,000 sq ft. not the sizes of the proposed stores ranging from 177,390 sq ft. - 5,000 sq ft Once again comparing oranges to grapefruit, it may be a citrus but size makes a difference so the numbers given for total trips are not valid. 92-38
- 10. What is the Receptor Pathway data and colored pictures depicting, it is not explained. All options are not in use (data particles, seasonally emission rate, monthly emission rate, wind speed, etc.) and sources are not specified (points, volume, area, etc.). It looks like filler data to increase page counts. 92-39
- 11. What is the Meteorological Station data? Why use 1981 data from 28 years ago. Again sources are not specified (points, volume, area, etc.). 92-40

Health Risk Assessment inserted on page 784 for the Commons project and on page 801 for the Lane Ranch project. All the following references to pages numbers is for the Health Risk Assessment.

- 1. Page 4 states since there is no acute toxicity factor for diesel exhaust, they do not evaluate the acute short term non-cancer health effects. It ignores the affects of diesel soot and air pollution from increase traffic. 92-41

- a. In 1998 California Air Resources Board identified diesel particulate matter as a toxic air contaminant. Because of its potency and the large amount of diesel emissions in California, diesel is the number one contributor to adverse health effects of any toxic air contaminant known today. When it comes to smog-forming pollutants and toxic particulate matter, also known as soot, today's diesels are still a lot dirtier than the average gasoline car. Fine and ultra-fine soot particles (less than 2.5 microns) are the most successful at invading your body—they're small enough to travel deep into your lungs. Once there, these soot particles can irritate and mutate the most sensitive tissues in your lungs, your alveoli. These air sacs exchange oxygen and carbon dioxide from the air you breathe with blood in your capillaries, thus allowing your circulatory system to carry oxygen to the rest of your body. Soot particles, however, make this task more difficult because they cause inflammation and scarring of the alveoli. This also strains your heart because it must work harder to compensate for oxygen loss.
2. Page 4 notes that the non-cancer health impacts from inhalation exposure to diesel exhaust usually outweighs the multipathway cancer risk from the speciated compounds. The focus should be on the exercising students and residents directly exposed to the diesel exhaust more than the cancer effects of exposure to diesel exhaust.
- a. Soot particles come directly from the tailpipe and contribute to unhealthy levels of particulate matter (PM) in the air. In addition, the gaseous tailpipe emissions of nitrogen oxides (NOx) and sulfur oxides (SOx) from diesel engines form additional particulates when they react with other atmospheric agents.
- b. Soot tends to fall out of the atmosphere close to the source of the pollution. The further you are away from diesel exhaust sources, the better for your health. Using data from a monitoring station six miles away does not give a valid reading of soot exposure to students and residents who live and attend classes close to the pollution source.
- c. Soot causes chronic bronchitis and asthma. These conditions occur when the linings of your lung's bronchioles (air passageways) become irritated and swollen, in turn causing your lungs to create mucus to soothe the irritation. These conditions prevent your bronchioles from moving oxygen to the rest of your body. Symptoms can range from coughing and shortness of breath to severe and fatal attacks of oxygen loss.
- d. Soot particles reduce the respiratory system's ability to fight infections and remove other foreign particles.
- e. Individuals with preexisting respiratory conditions, children, and the elderly are the most vulnerable to soot's lasting and deadly effects. People with heart disease, emphysema, asthma, and chronic bronchitis suffer from increased hospital admissions and emergency room visits as a result of exposure to soot. Children suffer disproportionately from asthma and other respiratory conditions, about one in thirteen children have asthma. Asthma is the most common chronic disease of childhood and a leading cause of disability among children. The office of Environmental Health Hazard Assessment in 2001 sampling thousands of students who attend schools along busy roadways found a 5-10% increase in asthma and bronchitis. Air pollution effects on asthma and bronchitis are identified in the Health Risk Assessment but no mitigation measures were given.
- f. Children—and their developing lungs—suffer more acutely from breathing in diesel soot. Children are outdoors more often and breathing in more air per body weight than adults do. Children breathe at a rate of 20 breaths per minute and infants 20-40 breaths per minute.
- g. The American Lung Association warns against exercising near high-traffic areas and 2003 CA law prohibits construction of public schools within 500 feet of busy roadways. All students must participate in physical education and many of the sports programs practice/play outdoors. Athletes breath rate peaks at 60 -70 breaths per minute.
- h. The average respiratory rate of a healthy adult at rest is 12 breaths per minute and 35-45 breaths per minute when exercising strenuously.

- 3. Page 3 of the Commons project anticipates only the Wal-Mart Supercenter and the 2nd major anchor will receive deliveries via diesel-fueled heavy duty trucks. It anticipates 5 trucks per day for the Wal-Mart Supercenter
 - a. Where did the 5 trucks per day estimate come from? Is it the actual number of trucks that an existing super center of compatible size requires? 92-43
 - b. The 2nd anchor store estimated 3 deliveries per day. Where did this number come from? The project should already have a 2nd major anchor signed up by now and can use the actual number of trucks required to service a store of compatible type and size.
- 4. Page 10 of the Lane Ranch project anticipates the Home Depot and Major 1 store will together receive 18 trucks per day. It further states that that no Transport Refrigeration Units were used in the modeling.
 - a. Page 3 identifies Home Depot as one of the 2 major stores but does not identify Super Target as the other major store. Why is the identification of the second major store is not disclosed in the health risk Assessment when it is identified else where in the DEIR? 92-44
 - b. A Target Supercenter will require Transport Refrigeration Units to bring in the frozen foods, fresh produce, meat, and dairy on a daily bases.
- 5. In both DEIRs emissions were modeled, why couldn't they take actual readings at existing stores of compatible type and size?
 - a. Only the deliveries for the 2 major anchor stores were used in the model, none of the many other shops, restaurants, or fast food deliveries were included. The total number of diesel-fueled heavy duty trucks delivering on a daily basis for just those 4 stores is 26! 92-45
 - b. Estimate exposure was calculated based on respiration rates and the modeled emissions. What value was used as a respiration rate? The rate of an adult at rest, the rate of a child or infant, the rate of an asthma suffer, the rate of an adult exercising or the rate of an athlete? It looks like the only person evaluated was an adult at rest.
- 6. Both projects do not include the Transport Refrigeration Units (TRU) of the restaurants and fast food stores that will be required on a daily bases to deliver the frozen foods, fresh produce, meat, and dairy products used by the restaurants and fast food stores.
 - a. Estimates should be gathered from existing stores, fast-food and restaurants of the same size and type. Each commercial chain should have already in existence at least one store of the same size since most use a cookie cutter type building plan for their stores. 92-46
 - b. Transport Refrigeration Unit ATCM adopted in February 2004 increase standards for TRUs requiring TRUs older than 7 years to be rebuilt to meet the more stringent emission standards. How old are the TRUs used by the fast-food and restaurant chains? How old are the TRUs of the super centers?

The final EIRs need to include the actual number of diesel delivery trucks and TRUs required to supply the Super Target. It needs to include the number of TRUs required to service all the restaurants and fast food stores of within both projects. It needs to include the affects of soot and increased air pollution due to an increase in traffic at the projects' site where proximity to the source is a critical health factor. It needs to include different breathing rates of exercising adults & children in the calculations of health risks and soot. 92-47

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.

92-48

Land Use Planning Appendix – Many residents expressed concerns about a decrease in their property value if these commercial centers are developed, especially the residents whose homes will face the delivery end of the centers. The introductory identified land use was the location where this concern would be addressed, it was not. A search of the DEIR for property value found this concern was not addressed at all. Through no fault of their own, home owners will have to suffer a decrease in their home values without any compensation what so ever from the creators of this monitory disaster and degrading quality of life issue, trash, traffic, noise and light pollution.

92-49

Noise Appendix

1. The traffic noise model used, FHWA-RD-108, to predict noise for road segments and intersections is over 20 years old.
 - a. The vehicle noise emissions database was collected in the mid 1970s.
 - b. The vehicle database contains no data for vehicles subject to interrupted flow conditions, unlike the conditions the roads and intersections that were modeled in the DEIRs. These roads will be subject to stop and go traffic and multiple signal light stops as well as jay walking students.
 - c. A newer FHWA traffic noise model was released in 1998 and upgraded 7 times since release. Why wasn't the more current model used in the DEIR?
2. Existing ambient noise data was only gathered on a Wednesday at 3 sites in close proximity to the intersection of Ave L and 60th Street West, all other existing noise data was modeled.
 - a. Why couldn't the other road segments and intersections be monitored?
 - b. Data for weekend ambient noise levels was not gathered. Weekends in this residential neighborhood is extremely different than weekday noise with sounds generated by 3,200 students. Weekend noise levels will be the days most affect by the two super center projects with the delivery truck, trash trucks, armored vehicles noise and 24-7 customer traffic noise.
 - c. Ambient noise for the majority of the school day is much lower than the hours before school starts and lets out so the change in traffic noise generated by the 2 super centers will be more significant for the majority of the day.
3. The DEIRs state the model calculates the average vehicle noise based on traffic volumes. The peak traffic counts are not representative of actual conditions since traffic data for the 'AM peak' hour captures only the last half hour of school traffic. The PM peak hour does not capture school traffic at all; it was taken an hour or more after school lets out (junior high school lets out earlier than the high school). Unrepresentative data used as input to a model results in unrepresentative output of existing or future noise levels.
 - a. Traffic data differs between data used to calculate traffic peaks and current air quality with traffic peaks having lower counts then data used to model current air quality. Which traffic data was used for input to the noise model?
 - b. The difference in traffic at many of the intersections between supposed existing weekday noise and weekend noise devoid of school traffic barely differs. For example Ave L-4 and 60th is a two head dead end segment used by many students to get to/from school and avoid traffic bottlenecks. It is only used on the weekends by residents whose streets directly connect to the dead end segment. The traffic from students on a school day is 3 times more than on weekends, however noise is modeled so that weekday noise differs from weekend noise by only 2 dBA (53.6 and 51.6).

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4. Vehicular operational noise was modeled to predict future noise levels for roadways and compared with predications of noise generated by the projects.
 - a. Why do the future predictions for noise on 60th Street south of Ave L-4 increase by 5.1 dBa? The majority of the land is already developed as homes so why would future predictions of noise be so high? The only reason future traffic noise would increase would be to get the super center projects, but this number is suppose to reflect noise with out the projects.
 - b. By inflating the future predications values it is no surprise that in comparison when predicted increase in noise generated by the projects, they show less than the significant 1.3 increase.

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The final EIR should eliminate delivers after 9:00 at night or before 9:00 on weekends so residents can sleep.

92-54

Population, Housing & Employment Forecasts

1. Table IV shows 2004 SCAG forecasts for population, this is the same group who noted in the 2007 Economic Report of Lancaster that the AV area had a large percentage (> 10%) of workers in the construction sector so a downturn in the housing market would have an adverse effect on the job market in the area. They predicted no housing problem in the future. Just how accurate is this population predication.
2. Both projects have identical estimates for the number of construction workers, 865. How can this be when the project sizes, building layouts, and types of retail stores are different for each project?
 - a. Both DEIRs claim construction workers travel from job to job, seldom relocating to the job site and the construction jobs generated for the projects may be filled by long distance commuters rather than local workers. The commuters will increase air pollution.
 - b. These jobs are temporary, only lasting for the duration of the construction; therefore, the number of construction job these projects create would have a less than a significant benefit to the local community job market.
3. The Southern California Association of Governments (SCAG) 2007 Economic Report of the City of Lancaster found a majority (56 %) of Lancaster households has an annual household income of less than \$50,000 and half of those are below \$25,000.
 - a. The Commons project estimates a net increase of approximately 927 new jobs and the Lane Ranch project estimates 828 new jobs. These can not be full time jobs based on the number of shops and eating establishments both projects will build.
 - b. Both projects claim some employees will be management level implying high salary positions but both admit the majority of jobs are in the retail, restaurant and fast food sectors which are the lowest paying jobs available. What is the net worth of these low paying jobs to the community?
 - c. The salaries generated by the majority of lowing paying jobs is too low for employees to afford a home in the local neighborhood without receiving state/government assistance or having to work a second job. Employees will have to commute from lower income neighborhoods. This contradicts the statement that the projects would reduce air pollution because employees will come from the local neighborhood and not be commuting.

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Public Services

Fire

Admitted in the summary for both projects is the requirement for increased manpower, equipment, and facilities to accommodate the increased demand for fire services. The mitigation method is payment of

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developer fees. Payment of the fee does not guarantee the availability of the service during the construction or operational phases.

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Police

1. The Commons project summary identifies a substantial increase in the demand for police services when the vacant site is developed into a commercial center but does not give any mitigation measures. Lancaster city for a number of years has implemented a contract with the stores located at the super center shopping center at Ave J and 20th Street East. This contract has the stores paying the salary for 40 hours a week policing at their shopping center. A similar contract needs to be implemented for the increase crime rates a commercial center will bring to the neighborhood.
2. The Lane Ranch project summary does not believe there will be an increase in policing services when the ranch is converted to a super center. How can this be? The ranch currently located on the property does not offer a monetary incentive for criminal activity but turning the ranch into a commercial center with multiple stores, fast food and restaurants will increase criminal opportunities. Crime follows the money. Even shop lifting and vandalism will increase from its current non existence level.
3. Mitigation measures to reduce crime are fencing during the construction phase and lighting and building security systems for the operational stores. There is no increase for policing the area once the projects become operational.
4. There are no mitigation measures identified in the draft EIR to protect the local residents from spill over crime such as vehicle theft, home invasion, burglaries or crimes against persons. This is the crime residents are most interested in, not in protecting the commercial structures and their contents.
5. There are no mitigation measures to protect students from spill over crime such as vehicle theft or crimes against persons. At the very least an additional sheriff paid for by the commercial centers should be patrolling the school perimeter and parking lots an hour before school, during school hours, an hour after school and during school events held outside normal school hours.
6. Both DEIRs claim there is no unique law enforcement issue specific to the proposed project. That is incorrect, the corner of Ave L and 60th Street West is under Lancaster jurisdiction, adjacent to the Lane Ranch project and on the other side of the high school are unincorporated Los Angeles areas which are under California Highway Patrol jurisdiction. Just a mile down 60th 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? This issue is not addressed even thou the requested for its inclusion in the draft EIR can be found in the public comments appendix.

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A comparison with an existing discount super center's crime rate to a residential neighborhood located miles from a commercial center needs to be included in the final EIR, that way the actual increase in crime to the neighborhood can be estimated more accurately. An even better comparison would be the crime rate of a neighborhood before a discount super center was built and the rate after the commercial center was built. Lancaster city should be able to provide this data from any one of their already existing super centers.

92-65

Transportation and Traffic

1. Traffic data gathered for use in the DEIR was collected using manual methods instead of an automated device.
2. National Data & Surveying Services, the company used to collect the traffic data doesn't even have a web site so it is no surprise they don't own a automated counting device. Many be they should have borrowed one from the city or county.
3. Instead of collecting 24 hours of data to determine peak hours, data was only collected for 4 hours on 5 days.

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- a. The days in which the data was collected were on 2 days the week of Memorial which also happened to be minimum school days.
 - b. There was only one weekend collection day, Saturday, the day after school was over for the year when many residents leave with their school children for vacation.
 - c. The other two collection days were the 1st and 2nd weeks after school starts in August.
 - d. The hours were also carefully chosen to not cover the actual heavy traffic hours and then 1 hour of the day was thrown away to represent a 'peak hour' of traffic.
- 92-68
4. Peak traffic data is not representative of actual traffic. The supposed 'AM peak' hour captures only the last half hour of school traffic. The PM peak hour does not capture school traffic at all; it was taken an hour or more after school let out (junior high school lets out earlier than the high school).
- 92-69
5. The PM traffic captures little if any commuter traffic since it was taken between 4:00 PM and 6:00 PM with a supposed peak time of 5:00. This is a neighborhood of commuters, most get off work at 5:00 and typical commute time is at least an hour.
- 92-70
6. The majority of differences between AM peak with the tail end of school traffic and PM peak with no school traffic about 50 vehicles. Did students fly over the intersection on their way to school or did they all cram into the few additional cars?
- 92-71
7. An independent manual count taken in February 2009 at the corner of 60th Street west and Ave L came up with hundreds of more cars going in a single direction than is identified in the DEIRs.
- 92-72
8. The suggestion to mitigate traffic by increasing the number of traffic signals from the current 3 on 60th between Ave J and Ave M by an additional 6 will increase delays for residents just trying to get in and out of their homes. The 4 mile gantlet of 9 traffic signals needs to be synchronized to prevent idling traffic and to allow residents to complete the distance without having to stop and wait a wait every few 10ths of a mile just to get to or from their home.
- 92-73
9. Deliveries should be prohibited for one hour before school starts or ends and one half hour after school starts and ends to allow school traffic to disperse.
- 92-74
10. Delivery trucks should be prohibited from using side streets. Enforce this by fining both the store and the delivery truck an increasing amount every time they violate it. The fine starts at the amount charged for running a red light and increases by \$1,000 for each subsequent violation. The funds collected will go toward street maintenance of the road – LA County for streets in unincorporated jurisdiction, Lancaster or Palmdale for streets maintained by either city. This is fair since a 40 ton truck causes as much road damage as 6,400 vehicles. Violations can be documented by residents with a photo and or written account denoting location, time and truck identification.
- 92-75
- a. Delivery trucks using side streets it will make it unbearable for residents of the side streets and the neighborhood residents traveling out or into the neighborhood.
 - b. Many residents will be forced to resort to side streets to avoid traffic signals and traffic; in particular L-8 will become the main egress in and out of the neighborhood.
11. The DEIRs' report that the added traffic volume generated by the project will significantly impact traffic flow at 15 of the intersections. The analysis states that future operating conditions would be degraded without road widening and that an increase from one to three lanes reduces the impacts to a level of insignificant.
- 92-76
- a. They also note that most areas have one lane in each direction currently and the ultimate street widths will provide 3 lanes in direction.
 - b. So why are the suggested improvements only adding an additional lane and not the ultimate 3 in directions that would reduce the traffic impact to insignificant levels?
 - c. The suggestion to mitigate traffic by increasing the number of lanes should be for both directions since shoppers will have to travel in the reverse direction when leaving the commercial super centers. Some suggestions are for an increase only in the directions toward the commercial super centers.

12. What is a 'fair share' of road improvement costs? Fair is not a definitive number. Is the share based on the number of proposed projects to be built? Does it assume all projects will be built? When would the roads be improved, after all proposed projects complete? If one or more of the projects is not built than what happens to the fair share, will there now be limited funds to widen the road? The road improvements need to be complete before construction starts on the 1st project that way it would insure the collection of 'fair share' funds are really spent to mitigate the road degradation the proposed change to commercial zoning would cause to this residential/rural neighborhood.
13. As the Traffic analysis states until these improvements are implemented there will be significant unavoidable impacts to the 15 intersections. The road widening needs to happen before construction begins for the commercial super-centers to not adversely effect the commute times of residents and students during construction and to ensure the improvements are finished before the stores are opened.

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Utilities & Electricity Appendix

Emissions of greenhouse gas consumption lists 5 single residential units @ 6,665 cubic ft/unit/month, therefore on average for a single unit $6,665/5 = 1,333$. Multi-family residential does not list number of units but has 4,011 cubic ft/unit/month, more than single residential unit. Industrial gives usage by parcel as 241,611, much more than residential. Retail/shopping has square foot in parentheses and gives a value of 2.9, so a retail store of 5,000 square feet (the smallest size store for this proposed shopping center) would use $5,000 \times 2.9 = 14,500$ or much, much more than a residential unit. Where is the usage for a restaurant, fast food store or grocery store?

92-79

Emissions of greenhouse gas from electricity demand lists a 5 single residential units @ 5,626.5 KWH/unit/year, therefore on average for a single unit $5,626.5/5 = 1,125.5$. Now restaurant and food store are considered and once again have square foot in parentheses and gives a value of 47.45 for a restaurant and 53.3 for food store. Using 5,000 square foot for a restaurant (10,300 sq ft identified as the size for a restaurant and fast food) gives $5,000 \times 47.45$ for 237,250 KWh demand, again much, much more than a residential unit. The food store gives a value of 53.3 x 88,695 (1/2 of the Super Target size, reduced because not all space is for groceries) = 4,727,443.5, once again much, much, much more electricity demand than a residential house.

92-80

Emissions of greenhouse gas from vehicles scenario is everyone drives 100 miles a day every day of the year. Not in the real world. Assumed mpg is also not real with an assumption of 27.5 for an auto or 21.4 for a light truck.

In the **summary of significant unavoidable operational impacts** for the Commons project, air quality will exceed the thresholds set by AVAQMD thus resulting in a significant and unavoidable impact. Why do the students and residents in the area have to suffer the health risks brought by these projects? Most home owners bought in the neighborhood to escape urban problems and insure their children attended the best schools in the Antelope Valley. Now they and the students will suffer. The potential for convenient discount retail and fast food shopping exceeding the demand by 145% is far out weighed by the air quality damage residents and students will be stuck with.

92-81

According to the DEIR, the **Southern California Association of Governments (SCAG)** is not an air quality management agency but it is responsible for developing transportation, land use and energy conservation measures that affect air quality. It provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies.

92-82

1. The Southern California Association of Governments (SCAG) 2007 Economic Report of the City of Lancaster found a majority (56 %) of Lancaster households has an annual household income of less than \$50,000 and half of those are below \$25,000.



2. The report identified the largest numbers of workers are found in the lowest paying jobs of retail sales and food services.
3. The report identified a larger than normal (>10%) number of jobs were in the construction sector. is suffering the most with the housing crash and recession/depression.

92-82

Shopping centers near a freeway may draw in out-of-area customers but a store far from a freeway has only the residents from the local neighborhood to draw from. The potential customer base in this neighborhood is limited to begin with and they can only buy so many school supplies, groceries, garden and home improvement products.

Economic, Fiscal & Urban Decay Appendix

1. None of the 67 retail stores in historical Quartz Hill business district were included in the analysis for urban decay. The Quartz Hill business districts is located 1 mile away and will suffer more urban decay than the Lancaster stores, located further away that were included in the urban decay analysis.
2. Saturating the AV by adding two more super centers eats into the sales of the four existing super centers. Cannibalizing same store sales can close existing stores leaving abandoned monolithic sized buildings. The Avenue L and 60th Street West location cannot economically support one super center let alone two.
3. The city will not benefit with the addition of these super centers as shoppers transfer their patronization from one Lancaster store to another the sales tax money the city collects will remain the same! But the costs associated with the super centers in policing services, road repair and other infrastructure maintenance will only drain Lancaster's already limited funds.
4. Retail stores competing against super centers are closing in record numbers leaving fewer shopping alternatives for everyone. Last year 4,500 retail stores closed and analysts predict as many as 7,000 additional retail stores could close this year as consumers cut spending and retailers struggle to finance their inventories.
5. This neighborhood is overstocked with unsold and foreclosed homes that won't be legally occupied any time soon. When people face foreclosure or other financial problems they do not spend their limited funds maintaining their homes and yards. The customer base is further reduced because abandoned or unoccupied homes do not house customers.
6. The economic analysis claims direct impacts occur primarily in the City of Lancaster. The projects site is on the boarder of Los Angeles County's unincorporated Quartz Hill community and is located 1 mile from the boarder of Palmdale, both of these communities will receive a direct economical impact if these projects are built.
7. The attached economic document is incomplete; it has numerous blank costs values and empty values in the tables.
8. The table listing the potential competitive shopping centers does not include the Quartz Hill business district located 1 mile from Ave L and 60th Street West. It does not include the 40th Street West and Ave L Vons shopping center two miles away nor does it include the 50th Street West (a.k.a. Rancho Vista Blvd) and Ave N Albertsons shopping center 3 miles away. Of the 9 shopping centers listed all but the non existent 60th Street West and Ave K center are located further away then the existing shopping centers in this area.
9. The economic document analyses the 2 competing super center projects for garden and home improvement merchandise but ignores the Quartz Hill garden shop, hardware and building materials stores located 1 mile away in the business district of Quartz Hill. It ignores the existing grocery stores, restaurants, fast food of the Quartz Hill business district and the Vons or Albertsons shopping centers. Why are the nearby existing stores ignored creating a false no impact conclusion to urban decay?
10. The only time a store in either the Vons shopping center or the Albertsons shopping center is included in the economic analysis is for the drug stores. Once again the drug store located closer

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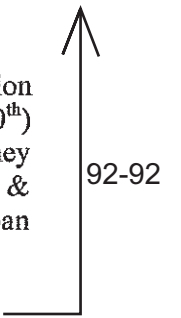
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on 50th Street West in the Quartz Hill business district is ignored. The conclusion is the creation of the super center projects on drug store patronage in the Vons shopping center (Ave L and 60th) and Albertson's shopping center (Rancho Vista Blvd & N) would not be impacted because they are on major roadways but the two drug stores located further away on the same streets (Ave L & 30th and Rancho Vista Blvd & 30th) with an increased number of lanes will be at risk for urban decline. How can this be?



Submitted by:

Edwin Valencia
42444 57th Street West
Lancaster, CA 93536



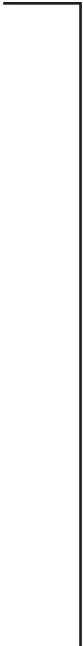
Dear Ms. Swain,

The Environmental Impact Report fails to take into account the reality of today's economic and environmental situation.



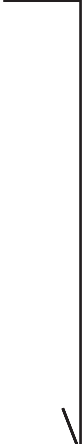
93-1

According to the EIR, the proposed site is expected to consume an additional 47,349 gallons of water per day. When you combine this with the water to be used by the proposed construction on the other side of 60th street, you're talking about a tremendous amount of water usage. Quartz Hill Water District, which will be supplying the water for both of these sites, has recently introduced a Water Budget for our entire area. Not only are our water rates being increased, but this new water budget will include major monetary penalties for going over the limit, which is already pretty low. According to the QHWD's own website "We can no longer ignore this drought. We must find the best way to meet the needs of everyone while creating a fair and equitable division of **the limited amount of water available.**" With the major loss of water flow from the Delta, due to environmental concerns, and the unknown effects of Global Warming, we have no idea how long this drought is going to last. How can the impact of this project's water usage be considered minimal, when our water supply is so limited that our water district has to implement what is essentially water rationing? How is it that new home construction can be put on hold due to a lack of water, yet this project which will use over 400 gallons per day more than a home would, is said to have a negligible impact on our water supply?



93-2

In addition to our lack of water, the United States is currently going through the worst recession in recent history, with California being hit especially hard. While the EIR states that the impact on urban decay will be minimal, it does not take into consideration the fact that businesses are already closing at an alarming rate. Businesses in the Quartz Hill area are being hit hard by the downturn in our economy. Building this shopping center will push many of these stores into bankruptcy. In addition, unoccupied retail space has increased dramatically in the Antelope Valley. A small strip mall, located off avenue L and 30th Street West, opened about a year ago. To date, there are still several vacant spaces. New home building has virtually ceased, thereby reducing the projected population increase by an unknown factor, not to mention all the home foreclosures in the area. With people shopping less, and the population increase being less than expected, urban decay may happen right in this new development. How many



93-3



other businesses have committed to taking up retail space at this new site? Have they reaffirmed this commitment in light of our current economic condition? Are these viable businesses, or will they shut down in a short period of time, thereby causing urban decay? How long will Target be able to compete with Walmart, which is planning it's own store right across the street? Target shares are down over 35% with most of their sales losses going to Walmart.

93-3

One concern that was mentioned, but not directly addressed in the EIR is the loss of property values. Most homes in the Antelope Valley have already lost a considerable amount of value. Homes located directly behind the new development (on 57th Street) will suffer an even bigger decline in value due to the added traffic, noise and blight. Who wants to live directly behind a shopping center? The mere fact that this development is being considered has already had a negative effect on the value of homes on 57th street. Ironically, it is us who will be paying the balance of the cost for the required road construction, through taxes. Even worse, is the fact that if you go through all the letters in the EIR, you will see that **THE OVERWHELMING MAJORITY OF TAX PAYERS IN THE AREA DO NOT WANT A SHOPPING CENTER BUILT HERE!**

93-4

Most people, including myself and my family, moved to Quartz Hill for the small town atmosphere. Dressing up a mall with big box stores in friendly colors does not negate the fact that it's still a mall with big box stores. As our new president Obama would say, "If you put lipstick on a pig it's still a pig". This shopping center will destroy the small town feel of Quartz Hill.

93-5

Thank you for your time.

Edwin Valencia

February 10, 2009

David Lake
42158 Ash Court
Lancaster, CA 93536

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



Dear Ms. Swain and Lancaster Planning Commission,

After reading the EIR for the proposed project called the Commons at Quartz Hill, I felt compelled to address some of the many discrepancies presented in this report. I must say that after reading the report I was very disappointed having gotten the impression that the report is not very neutral in its presentation. I had the distinct impression that it was written to sell the project to the planning commission instead of presenting the realities and both the pros and cons of the project. As I and my family will be directly impacted by both this project and the Lane Ranch Towne Center project, I will discuss just some of the more glaring deficiencies in this report in the hope that the Lancaster Planning Commission will see this for the money grab that it is and hopefully vote for the what the taxpaying voters in the affected area want and not in favor of the developers who have no interest in the community. It is time for responsible development with a bent toward sound green practices.

94-1

Visual Character and Quality

This section attempts to minimize the changes in visual character when changing a zone from Urban Residential (UR) to Commercial (C). In an urban residential situation the typical structure is a single or two-story home placed on a 7,000 to 10,000 square foot lot and is developed with tree-lined roads, green belts, and, occasionally, parks. In contrast, the typical commercial development is characterized by very large structures three to four stories in height (counting facades) and surrounded by expanses of paved parking and maintenance areas. Though trees and other green spaces are usually placed for aesthetics, these items are kept to a minimum in favor of space use efficiency. In the proposed development this impact would indeed be a **significant impact** due to the size of the project (40 acres). The structures would themselves pose a significant impact due to the size and area covered (~ 344,550 square feet). This would make these structures the dominant features in the area, both in height and overall size. This is completely incompatible with the surrounding residential landscape.

94-2

Views and View Corridors

Views and view corridors are found throughout the Antelope Valley. With regard to the project area, the report only discusses the impact on viewing the San Gabriel Mountains to the south of the project. It states "Considering the distance of the mountains from the

94-3

project site, which is approximately seven miles, long-range views from the surrounding area would still be available above and around the proposed development.” This does not take into account the view impact to the residences immediately north of the proposed development which will have the north wall of the development as their new view. The report also does not address the current view of the Tehachapi Mountains to the north which provide a vista-like view to residences and Quartz Hill High School to the south of the proposed project which, by definition, can be considered a permanent, public vantage point. This is a significant part of the ambience of the area, helping to cultivate the “country feel” that is desired in this area of the Antelope Valley. The report, in this case, does not consider all possible permanent, public vantage points. It is deficient in that it does not consider residential views and the impact to the pre-existing public facilities located nearby.

94-3

Light and Glare

Light and glare will be significant factors on this project. Though the report discusses various light mitigation methods, it does not account for the 24 hour lighting consideration. Whereas **all** other facilities in the area extinguish exterior lighting starting at 9:00 to 10:00 P.M. depending on the event, the tenant is planning to operate 24 hours/7 days a week. The nearest light and glare generating facility, Quartz Hill High School, has stadium lights which are switched off as soon as field cleanup is complete post event. Lane Park and Joe Walker Middle School both extinguish all non-emergency lighting by 9:30 P.M. including parking lot lighting. This new lighting will provide a dramatic and certainly unwelcome contrast. The report also discusses glare and its impact but does not consider the glare created by consumer/employee automobiles and supply vehicles moving to and from the projected development. All these vehicles contain angled glass and polished finishes that readily produce significant glare during the day and extra lighting impacts at night.

94-4

Conflict with Existing Zoning or a Williamson Act Contract

Though the report is correct that the project site is not subject to a Williamson Act contract, there is indeed a conflict with existing zoning. The site will require a zone change from Urban Residential (UR) to Commercial (C) which is a dramatic change in an area that is currently 99% zoned Rural and Urban Residential. It must be noted that the residents of the impacted area moved to this area with the understanding that this area was all residential and all the commercial activities would be on 50th Street West, not across from the largest public school in the Antelope Valley. To change the current zoning would in essence tell the owners of adjacent residences that the city has lied about the intent of the land in question.

94-5

Air Quality Plan Consistency

This portion of the EIR is terribly inaccurate in most aspects. It is correct that the project has not been accounted for in the City’s General Plan; however, this project will do nothing to reduce vehicle emissions and will not generate employment opportunities for the local area. The real facts are that the addition of this project will only redistribute the vehicle emissions as vehicles that may have gone to one of the **four** existing super centers will now also be commuting to this new project. Local residents will also drive to

94-6

the site just as to the other sites with no decrease in emissions. Finally, the forecast is for approximately 927 employees at this site. As these employees will be mostly minimum wage earners, they will not be able to afford the homes in this area and therefore will have to commute from other parts of the city. As the report states, the City has become a commuter community and the addition of this project will not change that fact.

Historical Resources

There was indeed a foundation on the proposed site which was removed under questionable circumstances. How thorough the survey was has not been determined. Considering the sensitivity of this proposed project, this should be investigated to validate the survey. As with the other archaeological sites and artifacts within the one-mile radius of the project site, this site should be closely monitored during **any** site development.

Operation

Employment

The employment forecast for this project is full and part time employment for approximately 927 persons. Due to the nature of the retail industry, only a small percentage of these jobs will be full time. The remaining will be part time and seasonal employment. The majority of these part time employees will come from other businesses as they down size to compete with the larger retailers. Three university studies (Albert Myles et. al, "The Economic Impact of Wal-mart Supercenters on Existing Businesses in Mississippi," Mississippi State University, 2005; Kenneth E. Stone, "Impact of the Wal-mart Phenomenon on Rural Communities," Iowa State University, 1997; David Neumark, Junfu Zhang, and Stephen Ciccarella, "The Effects of Wal-Mart on Local Labor Markets," working paper, Public Policy Institute of California, April 2006) all reached the same conclusion, that for every big box retailer opened, each big box employee replaced 1.5 retail employees at surrounding stores in the area resulting in a net **loss** of employment for the area. The conclusion therefore must be that the SCAG forecast of a 12 percent increase is based on flawed data. Furthermore, as the majority of the jobs will be part time there can be no lessening of the "current job/housing imbalance" as these same employees will not qualify for the loans needed to purchase the existing homes in the area. Therefore, this project will not help remedy, but instead will contribute to the current employment issues.

Housing

It is true that there are 78 new housing developments proposed. The report does not acknowledge that most of them are proposed for construction in the *distant* future and may or may not add the number of homes in question. The report also neglects to mention that the majority of the residents purchasing these homes do not work in the Antelope Valley but commute to the Los Angeles area, Edwards Air Force Base, Victorville, Bakersfield, Mojave, and Ridgecrest. These are the higher paid technical, financial, and corporate professionals that can afford the homes mentioned in the report. Research has shown that retail employees typically do not have the income to purchase homes. A national study found that every additional Wal-Mart store that opens reduces total earnings for retail workers by 1.3%. (Arindrajit Dube, Barry Eidlin, and Bill Lester, "Impact of Wal-Mart Growth on Earnings throughout the Retail Sector in Urban and

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Rural Counties," Institute of Industrial Relations Working Paper Series, 2005). Finally, the current city infrastructure will not support the construction projects proposed. As of this writing there is already one home project nearby that has had to be abandoned with home owners stuck with virtually worthless property because the city can not provide adequate water pressure to the site.

LACFD Review

The developer will be required to pay developer fees to cover staffing, equipment, and facilities that currently do not exist. The county does not have the funds to cover the existing needs even after taking into account "developer fees." It would be highly inappropriate to assume that paying a fee will fix the problem. To the taxpayer, a fee is nothing more than a form of pay off to get permission to do something.

Long-Term Operational Impacts

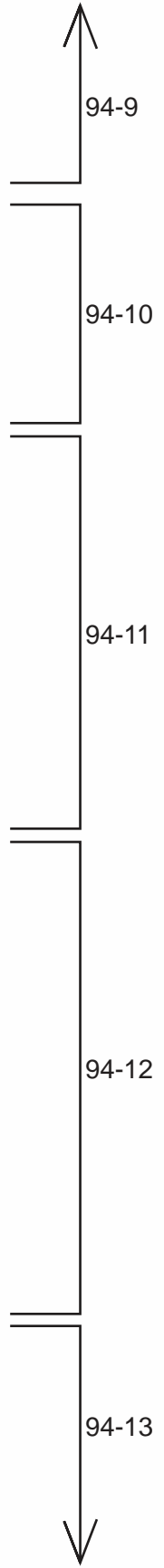
Though the LACSD Lancaster Station is of the position that the proposed project will not be an issue the statistics for just two of the existing Wal-marts in the Antelope Valley indicate that more officers will probably be needed: Valley Central Way, Lancaster, 2002-2005, 336 calls with a cost of \$26,400 to taxpayers; 47th Street East, Palmdale, 2002-2005, 358 calls with a cost of \$27,745 to taxpayers. These are just two of the four Wal-marts. What about the cost of the Targets, Home Depots, Lowe's, and the other big box stores. Will the LACSD have to post officers at Quartz Hill High School twice each day to monitor traffic during beginning and end of school or during sporting events as pedestrians and vehicles begin using the retail parking areas as meeting or free parking during school activities? These translate to extra dollars for services, i.e. increased taxes.

Trip Generation

As the report states, the addition of this project would have a major impact on already impacted roads. This project would put the traffic conditions on par with the congestion at the intersections of Avenue K and 10th Street West or Avenue P and 10th Street West. The difference will be that everyday when Quartz Hill High School begins and ends its day, the conditions will more resemble the Christmas Season only there will be cars in the streets along with students entering and leaving school property. It is a foregone conclusion that there will be accidents or students injured during these time periods. Additionally, the report does not address mitigation of school activities (sports events, concerts, vehicle access for student drop off and pick up). During large events it is not unusual for vehicles to be parked in the area of the proposed project and along the surrounding streets. These vehicles will most likely use the retail parking lots for these events as a form of free parking. This, I'm sure, will generate many complaints from retailers as well as residents.

Transportation and Traffic

The report outlines twenty-three improvements that will be required to mitigate traffic impacts in the area of the proposed project. The construction period will be extensive and will have severe impacts to traffic around Quartz Hill High School for both vehicle and student traffic, not forgetting commuters going to and from their residences. The report also, for each mitigation, the report states "Therefore, the project applicant shall provide



fair share contribution towards this improvement.” When a company of this size is proposing a project that will impact the community to the magnitude of this one, there is a very real and ethical question of why subsidies of any type are even being considered when their annual revenues total approximately \$265,000,000,000.00 per year (Philip Mattera, Anna Purinton, “Shopping for Subsidies: How Wal-Mart Uses Taxpayer Money to Finance Its Never-Ending Growth,” Good Jobs First, May 2004).

94-13

Summary

This report is paid for by the developer and it shows. I have pointed out just some of the concerns that were left out or overlooked. Many of the most important concerns of the residents of the affected area were not addressed or given a glossing over. The only real course for this report is to have it completely overhauled then submitted to a citizens group for further analysis. I have shown the incompleteness of the mitigations as well as the inaccuracies of some of the statistics that bear out the fallacies I have described. I have touched on the financial impact for the city and its taxpayers in terms of net lost employment and reduced income. What still needs to be discussed by the commission is the reasoning for placing not one but two major retail facilities across the street and less than half a mile away from a major high school and middle school. The report even mentions (though indirectly) subsidies for various mitigation. There is legal precedence for not using taxpayer money for these types of projects. “This occurred, for example, in Chula Vista, California, where a \$1.9 million subsidy deal was challenged in court. In 1998 the California Supreme Court affirmed a lower court decision that struck down the subsidy because it violated a 1993 amendment to the state redevelopment law that prohibited taxpayer subsidies for retail projects on five or more acres of land previously undeveloped for urban use.” (Philip Mattera, Anna Purinton, “Shopping for Subsidies: How Wal-Mart Uses Taxpayer Money to Finance Its Never-Ending Growth,” Good Jobs First, May 2004). What could be the reason for changing a traditional residential area into another overcrowded commercial zone like 10th Street West and Avenue K or 10th Street West and Avenue P.? The answer is irresponsible city planning or financial greed by developers (developers that do not even live in the Antelope Valley) who do not care about what the voters/taxpayers of the area desire. I strongly urge the commission to thoroughly research this and any other project before rendering any decision about future development of our city with an eye toward what would really make this a great city to live and move a business.

94-14

Cc: File

Julie Drake, Antelope Valley Press



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



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

March 5, 2009

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

Subject: The Commons at Quartz Hill
SCH#: 2007061059

Dear Jocelyn Swain:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 23, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

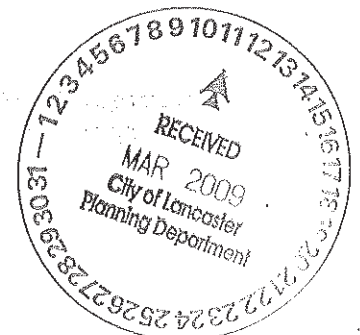
Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007061059) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

95-1

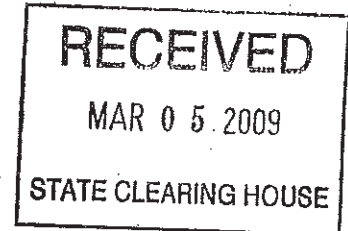


DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-6696
FAX: (213) 897-1337



*Flex your power!
Be energy efficient!*

IGR/CEQA No. 090107AL, DEIR
The Commons at Quartz hill
Vic. LA-14 / PM R65.68
SCH # 2007061059



*Clear
2-23-09
late
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February 26, 2009

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

Dear Ms. Swain:

On February 25, 2009, we have confirmation from Ms. Jocelyn Swain that the City will extend Caltrans commenting date to Friday, February 27, 2009. 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 344,550 square feet (including a Walmart Supercenter) of commercial retail and restaurant facilities.

95-2

The project is within 5 miles away from Caltrans Right-of-Way, SR-14. From Table IV.N-5 of the Draft Environmental Impact Report (DEIR) Estimated Weekday Project Traffic Generation, the project would generate 17,076 average daily traffic (ADT) and 670/1,528 trips during AM/PM peaks. From Table 13 of the traffic study, there will be about 2,277 ADT and 103 peak hour trips utilizing SR-14 and on/off ramps. In addition, from Table 9 of the traffic study, Related Projects Descriptions, a total of 82 projects were identified. As a result, many of project and related project trips will utilize SR-14 and on/off ramps. We have concerns when the project is adding more vehicles to the existing off-ramps. This may cause a back-up onto the freeway and result in a safety issue. A ramp queue analysis is needed to determine whether the 103 vehicles will impact the following State facilities.

95-3

1. Northbound and southbound Ave. L off-ramp
2. Northbound and southbound Ave. K off-ramp
3. Northbound and southbound Ave. M off-ramp

95-4

In the spirit of mutual cooperation, we would like to invite the lead agency, City of Lancaster, and the consultant to the Caltrans office to discuss project generated traffic impacts on the State facilities and mitigation measures that could alleviate traffic congestion in the future. We would also like to discuss possible transportation solutions

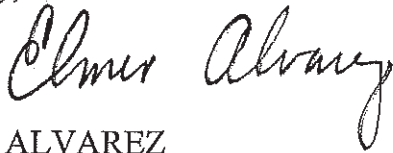
to accommodate future developments. Please contact this office at your earliest convenience to schedule a meeting.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects need to be designed to discharge clean run-off water. Additionally storm water run-off is not permitted to discharge onto State highway facilities.

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 090107AL.

Sincerely,



ELMER ALVAREZ
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

95-4

95-5

95-6



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR

March 5, 2009



Mr. and Mrs. Michael & Cleo Goss
6111 Landau Place
Lancaster, CA 93536

Dear Mr. and Mrs. Goss:

Thank you for your letter and comments regarding the Draft EIRs for the proposed developments on Avenue L and 60th Street West in Lancaster at the border of Quartz Hill.

I have forwarded your letter and comments to Mayor R. Rex Parris at the City of Lancaster, for their review and inclusion in the EIR process. I'm sure you will be hearing from him shortly.

96-1

Again, thank you for writing and best regards.

Sincerely,

MICHAEL D. ANTONOVICH
Supervisor

MDA:nhm

✓ c: Mayor R. Rex Parris
City of Lancaster

Michael D. Antonovich
Supervisor, Fifth District
County of Los Angeles
869 Kenneth Han Hall of Administration
500 West Temple Stret
Los Angeles, CA 90012

Regarding the Draft EIRs for the proposed developments on Ave L and 60th Street West in Lancaster at the boarder of Quart Hill, attached are the comments I had regarding the proposed developments. I have many more concerns than I had time to include in this tight 45 day deadline.

We hope you can make sure these issues are address in the final EIRs.

Thank you,
Michael and Cleo Goss
611 Landau Place
Quartz Hill, CA
93536

96-2

The name Quartz Hill Commons is offensive. This may be a 'common', yet one more superstore strip mall but it is not on Quartz Hill property. Just like Lancaster objected to the city name being used on the sign for the LA County prison, Quartz Hill residents and businesses object to Quartz Hill name being associated with a Lancaster commercial site because patrons may be fooled into thinking this is Quartz Hill's business district.

96-3

Deficiencies

The school zone is not limited to only the school property. School zone warning signs and reduced speed limits are posted well beyond the school boundary. The schools nearby and across the street from the proposed commercial centers are a major environmental element in the neighborhood of Ave L and 60th Street West. Rezoning to commercial will have a major affect on the school environment and this should be addressed in the Environmental Impact Report.

96-4

1. Truancy is not addressed at all in the Draft Environmental Impact Report but it is a concern many specifically requested to be included. Truancy will be a problem for both Joe Walker Junior High School and Quartz Hill High School.

a. Truancy will cost parents time off from work to attend court and money to pay the truancy fines.

b. Truancy will decrease federal funding. On February 15th, 2009 the AVPress reported that student attendance is critical to the districts cash flow revenue. Schools are only paid when a child attends. Currently there is no fast food and commercial places for students to hang out within walking distance of the schools. Reducing attendance by a single percentage point reduces federal funding by \$1 million dollars.

96-5

c. The AM/PM on the corner of Ave L-8 and 60th is the only commercial store within walking distance from the schools. They will only allow a limited number of students in the store at a time and none with backpacks to prevent shop lifting and other problems?

96-6

d. Placing fast food across the street will increase childhood obesity. Students will stop at fast-food establishments on their way to and from school. Schools have worked hard to provide students with healthy snacks and lunches. Vending machines are no longer stocked with junk food. Who has the will power to eat healthy when the smell of greasy fried foods reminds you they are just a step away? Many figure conscious students will resort to a finger down the throat to correct their overeating. Students who are not allowed to leave campus for lunch will sneak off and not bother to return to school afterwards.

96-7

It doesn't take much to tempt some students away from school, placing 2 shopping centers directly across the street will be too much to resist. No other school in the Antelope Valley is surrounded by super sized commercial centers. Why has the Draft Environmental Impact Report failed to include truancy in its investigation? The Draft Environmental Impact Report needs to investigate all the affects of rezoning to commercial in a school zone will have on the students. The stores should provide funding for the additional truancy officers that will be needed to police the students.

96-8

2. The affects of building large commercial centers on the values of homes in the neighborhood is not addressed at all in the Draft Environmental Impact Reports but it is a concern many specifically requested to be included.

a. Many home owners purchased their homes in this rural/residential neighborhood to escape the urban city environment. These proposals will completely change the character of the neighborhood. Many home owners will wish to move to escape the encroachment of commercial into the neighborhood and the problems that will bring. Who would want to buy a home that faces the delivery area of a major shopping center?

96-9

b. With not one but two super center discount stores on the same corner, what will happen to the property value of homes? Homes in this area were consider by realtors and potential home

owners as the most desirable in the Antelope Valley and commanded higher prices than a similar home built on the eastside. If these commercial centers are built the neighborhood will no longer be desirable and property values will drop.

- c. The people who would like to live within walking distance of two discount super centers are not the people who can afford to live in the neighborhood.

Why has the Draft Environmental Impact Report failed to include the change in property values in its investigation? The impacts the commercial centers will have is not limited to those sites only. Quartz Hill properties adjoining the commercial centers and Palmdale properties a mile down the road will also be affected. The Environmental Impact Report needs to investigate the downward change in property values to the homes in the surrounding area and develop a strategy that will allow fleeing residents a monetary compensation for the reduced property values these centers will cause.

96-9

3. The affects of trash generated from the stores and fast food establishments is not addressed at all in the Draft Environmental Impact Reports but it is a concern many specifically requested to be included.

- a. There is no way to prevent the wind from blowing plastic bags, fast food packaging and other trash onto residential property or the surrounding land. How will this be mitigated? The commercial shopping centers need to provide weekly if not daily litter removal.
- b. Abandoned shopping carts will end up on residential property and streets. Residents already living near commercial centers recount the problem of shopping carts that block residential streets. How will this be mitigated? The commercial shopping centers need to police the residential areas for abandoned shopping carts and remove these eye sores and street hazards.

96-10

4. The Draft Environmental Impact Report did not bother to include the suggestion of turning the Lane Ranch property into a historical museum. This idea was publicized in the AVPress years ago and it was included in the public comments appendix of the report. The DIER introduction indicated alternatives would be evaluated under public services and did mention that a museum was suggested as a better use for project site but the museum alternative was never evaluated as an alternative in the DIER for Lane Ranch.

96-11

5. A park alternative was suggested for the Commons project and this suggestion was included in the public comments appendix. The Draft Environmental Impact Report mentioned the park alternative but dismissed without a proper evaluation, claiming it was infeasible because the city does not own the property. Doesn't the city know they can purchase the property from Wal-Mart? If the city does not rezone the land to commercial the property will remain residential and be worthless for a company that wants to build commercial. Wal-Mart would likely sell the property to the city to purchase more suitable property; property not across from a school, property near the freeway, property already zoned commercial and that already has multiple lane access. The business area near Ave G fits the bill. Wal-Mart may even resell the residential land at Ave L and 60th to the city at a discount rate since they are in the business of discounting.

96-12

6. The Draft Environmental Impact Report for the Commons project also dismisses moving the project to an alternative site as infeasible. The report claims the impacts of the project would remain the same. Moving the project so it is not across the street from the high school will definitely make a difference to its impact on both schools. Moving the project to an already commercially zoned area with multiple lane access will definitely make a difference to the cost of road improvements and maintenance as well as eliminate the impact to residential neighborhood of Ave L and 60th Street West. The Final Environmental Impact Reports need to give serious consideration to the public's suggestions and not just claim it is infeasible to avoid inclusion in the Final Environmental Impact Reports.

96-13

Inadequacies

Summary for Aesthetics

1. The visual mix between residential and commercial land uses impacts the 'small town feel' of the neighborhood. It will be an abrupt change between the unincorporated Los Angeles County Urban 1 designation of single family semi rural homes in the unincorporated area to a mega discount super strip mall type urban commercial center. The compatibility between the adjoining Lancaster City and Los Angeles County land use and the difference in development standards needs to be addressed. Many residents moved to the area to escape the noisy, traffic and crime congested urban centers. These projects will forever change the local neighborhood and desirability of living in the Westside Quartz Hill area.
2. The DEIR does not mention electronic billboards. Will the use of electronic billboards be prohibited?
3. The one and only existing commercial store on 60 Street West an AM/PM located on 60th and L-8. When this store was built, the height of the sign allowed at that time was just off the ground. Lancaster's standard of no taller than the roof of the building, meaning into resident's homes and seeable for miles away creating a nuisance for not just the residents adjacent too the projects but for every residential within miles.

96-14

96-15

Environmental overview provides a table of 82 foreseeable future projects. The 82 future projects in conjunction with the 2 projects on the corner of Ave L and 60th Street West could produce a cumulative impact on the area. The majority of the 82 projects are located in Lancaster. Most of the future projects are 3 miles away from the site. There is 1 park and 2 schools with 76 housing projects. When is it envisioned that the 76 housings projects will be complete? In the current over stocked housing market will they ever be built? Only 3 projects of the listed 82 projects are identified as retail, the two Ave L & 60th projects and another project in Quartz Hill. In the current economic recession/depression how many of the retail shops in these projects will be filled? Will these shopping centers be just another strip of vacant shops anchored by two competing super discount stores?

96-16

Summary for Air Quality claims building these super centers will reduce emissions by providing retail service to the local community. The local community already has shopping for everything these super center will provide. Quartz Hill business district located 1 mile from the site already provides:

2 restaurants	3 fast-food
3 cafes	2 pizza shops
5 beauty salons	1 barber shop
2 antiqúe stores	1 boutique
1 drug store	1 dairy
1 garden shop	1 feed store
2 auto repair stores	2 body shops
4 tire stores	2 gas stations
1 auto-parts store	1 hardware & lumber store
5 convenience stores	3 veterinary clinics/ hospitals
1 bank	1 equipment rental store

Total of 67 stores

96-17

Including many little shops: karate, dance studio, skate board store, florist, laundry mat, urgent care, dental, post office, etc

The Albertsons shopping center (3 miles away on Ave N & 60th) offers:

- | | |
|-----------------|----------------------|
| 1 grocery store | 1 drug store |
| 1 bank | 4 fast-food & 1 café |

Many little shops: nail & tanning salon, dry cleaners, video rental, boutique etc.

The Albertson's shopping center located 3 miles from this site and the

Vons shopping center located (2 miles away on Ave L& 40th) offers:

- | | |
|-----------------|--------------------|
| 1 grocery store | 1 auto-parts store |
|-----------------|--------------------|

- 2 banks
- 1 pet store
- 1 restaurant
- 1 drug store
- 1 electronics store
- 2 fast-food & 1 pizza

Many little shops: donut, ice cream, dry cleaners, video rental, hair & nail salon, pool supply, tanning salon etc.

These super centers will off nothing new to the local community. Most of the local residents live closer to the three existing shopping centers than they do to this site so driving further to reach this site will increase emissions not reduce them.

96-17

Summary for Construction impacts. The last projects developed in this neighborhood, housing tracts, caused significant damaged to resident's vehicles who were trying to enter or leave their property. In my household alone we had 3 flat tries from nails and a bolt. Many other residents as far away as a mile also had flat tries due to nails and one from sheet metal debris. The projects should establish a fund to replace or repair resident's tires that are flatten by construction debris

96-18

Summary for Odors. Odors from the fast food and restaurants associated with the projects is **not** consistent with odors from existing residents and restaurants in the area.

1. There are **no** restaurants or fast food in the area. The closest fast-food and restaurants are over a mile away.
2. No residential cooking produces the quantities of smells that a fast food or restaurant does.
3. No resident cooks 24-7.
4. Very few if any resident fry and grill food on a regular basis. These odors are most offensive.
5. Instead of scraping food off their grill, many fast food establishments burn it off creating both odor and air pollution.
6. Many if not all fast food establishments will reuse their grease from the day before. Even if they change the grease on a daily basis they are still reusing the grease with every fish or French fry order. Any odors coming from these projects would have a significant impact to residents within a mile of the projects, increasing the odors by 100%.

96-19

Summary for Erosion and Topsoil. Since the projects are projected to take at least 1 year for construction they will experience periods of rain. It does not have to rain heavily in the area for flooding and erosion to occur. All the water from the surrounding roads runs through the sites on the way to the lowest laying ground. Every time a storm catch basin is emptied it floods the area. What exactly is the migration methods envisioned? How will it be policed, especially if the catch basin release comes from a Los Angeles or Palmdale storm basin?

96-20

Appendix Aesthetics.

1. Both the Lane Ranch and Commons project's plans include tall towers, 42 feet and 41.6 feet in height. Neither Quartz Hill High School nor Joe Walker junior high school consists of two story buildings. There are no residential homes in the area that are 41 or 42 feet high. The proposed landscaping will not screen these structures from view. This creates a substantial change in the visual character of the neighborhood from its current rural ranch setting.
2. The statement that the 'General Plan' envisions the transformation of the current rural condition to urban uses only applies to Lancaster property, not to Los Angeles' plan for unincorporated Quartz Hill which directly borders these projects. Palmdale is only a mile away and has a different general plan for its land use.
3. The statement that the project area is already urbanized with a mixture of institutional, commercial and residential uses contradicts the statement above about transforming the current rural use to urban. 60 Street is currently not urban. There is one and only one existing commercial store on 60 Street West, the AM/PM located on 60th and L-8. Except for the one AM/PM store 60 Street starting from the city of Rosamond, through Lancaster, unincorporated Quartz Hill, and the city of Palmdale,

96-21

96-22

96-23

ending at Lake Elizabeth Road in Leona Valley is consistently a rural, residential road. There are ranches, farms, open desert, houses, and a vineyard. These projects do not fit in with the current land uses. The building of these projects will forever change the style and ambiance of the neighborhood community.

96-23

4. Urban decay focuses on whether the retail and dining planned exceeds the likely anticipated demand due to population growth and per capita personal income. In the current over stocked housing market will the 76 foreseeable future housing projects ever be built? If the housing projects never happen or only occur in the distant future than the anticipated population growth will not happen or will be drastically reduced. In these troubled economic times there is little incentive for residents with upside down home mortgages to spend their limited funds on gardening and other home improvements. Increasing foreclosures in the area reduce the number of residents and increase the number of residents on state or federal housing assistance thus reducing the overall incomes of area residents. With increasing job losses and tighten job market, residents will reduce their over all spending and eliminate non essential spending such as eating out. In the current economic recession/depression how many of the retail shops in these projects will be filled? How many will be able to remain open? The DEIR concludes with these projects the retail and dining demand will be increased to 145 %. It further prophesizes this excess supply would likely be a short-term phenomenon. Even President Obama believes we have not reached the bottom of our current economic troubles and economic forecasters predict years before a recovery. All the above mention issues creates a perfect storm for urban decay as competing stores fight to obtain shoppers and survive the economic conditions. At the time the DEIRs were developed the current economic crisis had not happen and any anticipated demand due to population growth and per capita personal income is no longer accurate.

96-24

Air Quality Appendix

1. Emissions for predicted pollutants in the proposed project vicinity used a dispersion model for predicting concentrations from a 1996 Bay Area Air Quality Management District instead of using a methodology from the local Air Quality Management District? Is this an apple to oranges comparison, a beach environment instead of desert environment with different inversion layers, prevailing winds, and regional pollution patterns, outside sources of additional pollutants, peak pollution seasons and daily times? Isn't there a newer methodology than one that is 13 years old?
2. Emissions were modeled based on rates given in the traffic study. The traffic study rates are not representative of peak hours and the numbers differ based on the item be accessed, where current air quality and current noise modeling have higher counts than the numbers given in the traffic study.
 - a. The results for operational activates is shown in table IV. D-8 of both DEIRs and shows that the thresholds set by AVAQMD would be exceeded thus resulting in a significant impact to air quality.
 - b. Assumptions were then made that vehicles would travel a maximum of 0.1 miles within the project site. This is a false assumption since the number of patrons needed to keep the two projects' numerousness stores open can not be found within a 0.1 mile radius and the economic evaluation identifies drawing in customers from as far away as Leona Valley.
 - c. Table IV. D-9 for both DEIRs differs in emission values with the Lane Ranch project showing lower levels of CO and NOx operational levels than the Commons project even though the Lane Ranch project is larger with 394,575 square feet verses 344,550 square feet for the Commons. In this table the Lane Ranch project modeled localized emissions to a level that would not create a significant impact to air quality. The Commons project found a significant impact in operational air quality. Why does the Lane Ranch not have the same significant unavoidable impact when it is across the street from form the Commons project? Does the air quality magically change depending on the side of the street you are standing on?
3. The monitoring station at Division is miles away from the actual site where the emissions come in direct contact with exercising students and residents. The air off the Division is located in an urban

96-25

96-26

96-27

area and is likely more polluted than the current air at 60th Street West and Ave. L Ranch property and Commons vacant lot.

4. All estimates of current air quality for the surrounding intersections were modeled rather than sampled. As identified above the models are out dated and not compatible with a desert environment. The varying traffic peaks were used to model future emissions. If the input data to a model is questionable then the output from the model is also questionable. Garbage in garbage out.
5. Every store, bank, restaurant, and the majority of fast food stores use armored vehicles to pick up their money and all armored vehicles idle while picking up money. Armored vehicles were not addressed in either DEIR and based the number of stores, shops, banks and restaurants associated with these projects operationally there will be a large number of idling armored vehicles. Competing businesses do not armor vehicle or truck pool.
6. Green house gas emissions to the generation of diesel fuel for the numerous diesel delivery trucks and armored vehicles to global warming were not assessed.
 - a. Diesel performance may mean better fuel economy and less carbon dioxide but it takes about 25% more oil to make a gallon of diesel fuel than a gallon of gasoline, so fuel efficiency needs to be taken in terms of "oil equivalents" and adjust the mileage claims for diesel vehicles downward by about 20% when comparing them to gasoline-powered vehicles.
 - b. US Department of Energy modeling has shown the greenhouse gas affects of diesel is more oil and carbon-intensive than reformulated gasoline. Making a gallon of diesel fuel requires 25% more oil and emits 17% more heat-trapping greenhouse gases than gasoline reformulated gasoline. Similarly, diesel requires 17% more oil and emits 18% more heat-trapping gases than gasoline reformulated with ethanol. This means that diesel fuel's advantages from its higher per-gallon energy content and better performance on greenhouse gases are at least partially offset by the impact of diesel's fuel-production process.

The final EIR needs to compare the current air quality at the school sites to data gather from existing stores of comparable size to see what the true increase in pollution will be. The data gathered from the school and the data from existing stores need to cover more than a few hours in the day since these stores will be open 24-7. A model that estimates air pollution based on estimated traffic is only as good as the input data and that is not representative.

Air Quality Data inserted on page 642 for the Commons project and page 657 for the Lane Ranch project.

1. Air Quality data claims more traffic than is found in the Traffic data. How can this be, is there another traffic count and if so why isn't it used to for the Traffic analysis? For example the difference at the Ave L and 60th intersection is:

8/28/07 Traffic data	Air Quality data	6/2/07 Traffic data for Saturday	Air Quality data for Saturday
northbound			
NL NT NR	NL NT NR	NL NT NR	NL NT NR
22 278 113	22 284 115	17 191 105	17 195 107
southbound			
SL ST SR	SL ST SR	SL ST SR	SL ST SR
83 375 18	85 383 18	66 229 12	67 234 12
eastbound			
EL ET ER	EL ET ER	EL ET ER	EL ET ER
35 288 14	36 294 14	24 121 10	24 123 10
westbound			
WL WT WR	WL WT WR	WL WT WR	WL WT WR
108 198 76	110 202 78	128 168 116	131 171 118

Note there was only one traffic collect on Saturday so traffic counts used in Traffic analysis should be identical to the traffic counts in Air Quality analysis.

2. Peak traffic data is not representative of actual traffic. The supposed 'AM peak' hour captures only the last half hour of school traffic. The PM peak hour does not capture school traffic at all; it was taken an hour or more after school let out (junior high school lets out earlier than the high school). For example the difference in exiting traffic according to Air Quality data between AM and PM traffic on Ave L and 60th shows:

northbound AM	PM	Difference between AM&PM peak
NL NT NR	NL NT NR	NL NT NR
22 284 115	65 225 136	43 59 21
southbound AM		
SL ST SR	SL ST SR	SL ST SR
85 383 18	109 253 28	24 130 10
eastbound		
EL ET ER	EL ET ER	EL ET ER
36 294 14	75 81 50	39 213 36
westbound		
WL WT WR	WL WT WR	WL WT WR
110 202 78	150 182 85	40 20 7

So the majority of differences between AM & the tail end of school traffic and PM with no school traffic is 53.5. Did students fly over the intersection on their way to school or did the 3,200 cram into 53 additional cars?

- 4. What's with the average speed estimates? Everything says current speed is 20 mph when the posted speed limits are either 45 mph or 55 mph. 96-34
- 5. How come future estimates have a 5 mph estimate? Is this because the traffic is going to be so bad, that it only moves 20 mph or is this to reduce estimated emissions? 96-35
- 6. How come PM average speed is the same 20 mph as the AM speed when PM traffic did not capture school commuters. 96-36
- 7. Travel Conditions are not reflective of the area, most residents travel more than 12.7 miles to work, many travel 30 - 60 miles or more. The 12.7 estimate must be for inner city dwellers. Travel speeds listed appear to also be suited for inner city rates with an average 30 mph, instead of the 55 mph speed posted on most rural roads and 65 - 70 freeway speeds. 96-37
- 8. Where did the operational emission estimates for store types come from? The emissions from the stores doesn't state the size of the establishments used in the comparison, are they the same size buildings as the purposed buildings? Where are the emissions for the restaurants and fast food establishments? 96-38
- 9. Under Operational Settings - Summary of Land Uses lists store unit types as all being 1,000 sq ft. not the sizes of the proposed stores ranging from 177,390 sq ft. - 5,000 sq ft Once again comparing oranges to grapefruit, it may be a citrus but size makes a difference so the numbers given for total trips are not valid. 96-39
- 10. What is the Receptor Pathway data and colored pictures depicting, it is not explained. All options are not in use (data particles, seasonally emission rate, monthly emission rate, wind speed, etc.) and sources are not specified (points, volume, area, etc.). It looks like filler data to increase page counts. 96-40
- 11. What is the Meteorological Station data? Why use 1981 data from 28 years ago. Again sources are not specified (points, volume, area, etc.). 96-41

Health Risk Assessment inserted on page 784 for the Commons project and on page 801 for the Lane Ranch project. All the following references to pages numbers is for the Health Risk Assessment.

- 1. Page 4 states since there is no acute toxicity factor for diesel exhaust, they do not evaluate the acute short term non-cancer health effects. It ignores the affects of diesel soot and air pollution from increase traffic. 96-42

- a. In 1998 California Air Resources Board identified diesel particulate matter as a toxic air contaminant. Because of its potency and the large amount of diesel emissions in California, diesel is the number one contributor to adverse health effects of any toxic air contaminant know today. When it comes to smog-forming pollutants and toxic particulate matter, also known as soot, today's diesels are still a lot dirtier than the average gasoline car. Fine and ultra-fine soot particles (less than 2.5 microns) are the most successful at invading your body—they're small enough to travel deep into your lungs. Once there, these soot particles can irritate and mutate the most sensitive tissues in your lungs, your alveoli. These air sacs exchange oxygen and carbon dioxide from the air you breathe with blood in your capillaries, thus allowing your circulatory system to carry oxygen to the rest of your body. Soot particles, however, make this task more difficult because they cause inflammation and scarring of the alveoli. This also strains your heart because it must work harder to compensate for oxygen loss.
2. Page 4 notes that the non-cancer health impacts from inhalation exposure to diesel exhaust usually outweighs the multipathway cancer risk from the speciated compounds. The focus should be on the exercising students and residents directly exposed to the diesel exhaust more than the cancer effects of exposure to diesel exhaust.
- a. Soot particles come directly from the tailpipe and contribute to unhealthy levels of particulate matter (PM) in the air. In addition, the gaseous tailpipe emissions of nitrogen oxides (NOx) and sulfur oxides (SOx) from diesel engines form additional particulates when they react with other atmospheric agents.
 - b. Soot tends to fall out of the atmosphere close to the source of the pollution. The further you are away from diesel exhaust sources, the better for your health. Using data from a monitoring station six miles away does not give a valid reading of soot exposure to students and residents who live and attend classes close to the pollution source.
 - c. Soot causes chronic bronchitis and asthma. These conditions occur when the linings of your lung's bronchioles (air passageways) become irritated and swollen, in turn causing your lungs to create mucus to soothe the irritation. These conditions prevent your bronchioles from moving oxygen to the rest of your body. Symptoms can range from coughing and shortness of breath to severe and fatal attacks of oxygen loss.
 - d. Soot particles reduce the respiratory system's ability to fight infections and remove other foreign particles.
 - e. Individuals with preexisting respiratory conditions, children, and the elderly are the most vulnerable to soot's lasting and deadly effects. People with heart disease, emphysema, asthma, and chronic bronchitis suffer from increased hospital admissions and emergency room visits as a result of exposure to soot. Children suffer disproportionately from asthma and other respiratory conditions, about one in thirteen children have asthma. Asthma is the most common chronic disease of childhood and a leading cause of disability among children. The office of Environmental Health Hazard Assessment in 2001 sampling thousands of students who attend schools along busy roadways found a 5-10% increase in asthma and bronchitis. Air pollution effects on asthma and bronchitis are identified in the Heath Risk Assessment but no mitigation measures were given.
 - f. Children—and their developing lungs—suffer more acutely from breathing in diesel soot. Children are outdoors more often and breathing in more air per body weight than adults do. Children breathe at a rate of 20 breaths per minute and infants 20-40 breaths per minute.
 - g. The American Lung Association warns against exercising near high-traffic areas and 2003 CA law prohibits construction of public schools within 500 feet of busy roadways. All students must participate in physical education and many of the sports programs practice/play outdoors. Athletes breath rate peaks at 60 -70 breaths per minute.
 - h. The average respiratory rate of a healthy adult at rest is 12 breaths per minute and 35-45 breaths per minute when exercising strenuously.

3. Page 3 of the Commons project anticipates only the Wal-Mart Supercenter and the 2nd major anchor will receive deliveries via diesel-fueled heavy duty trucks. It anticipates 5 trucks per day for the Wal-Mart Supercenter
 - a. Where did the 5 trucks per day estimate come from? Is it the actual number of trucks that an existing super center of compatible size requires? 96-44
 - b. The 2nd anchor store estimated 3 deliveries per day. Where did this number come from? The project should already have a 2nd major anchor signed up by now and can use the actual number of trucks required to service a store of compatible type and size.
4. Page 10 of the Lane Ranch project anticipates the Home Depot and Major 1 store will together receive 18 trucks per day. It further states that that no Transport Refrigeration Units were used in the modeling.
 - a. Page 3 identifies Home Depot as one of the 2 major stores but does not identify Super Target as the other major store. Why is the identification of the second major store is not disclosed in the health risk Assessment when it is identified else where in the DEIR? 96-45
 - b. A Target Supercenter will require Transport Refrigeration Units to bring in the frozen foods, fresh produce, meat, and dairy on a daily bases.
5. In both DEIRs emissions were modeled, why couldn't they take actual readings at existing stores of compatible type and size?
 - a. Only the deliveries for the 2 major anchor stores were used in the model, none of the many other shops, restaurants, or fast food deliveries were included. The total number of diesel-fueled heavy duty trucks delivering on a daily basis for just those 4 stores is 26! 96-46
 - b. Estimate exposure was calculated based on respiration rates and the modeled emissions. What value was used as a respiration rate? The rate of an adult at rest, the rate of a child or infant, the rate of an asthma suffer, the rate of an adult exercising or the rate of an athlete? It looks like the only person evaluated was an adult at rest.
6. Both projects do not include the Transport Refrigeration Units (TRU) of the restaurants and fast food stores that will be required on a daily bases to deliver the frozen foods, fresh produce, meat, and dairy products used by the restaurants and fast food stores.
 - a. Estimates should be gathered from existing stores, fast-food and restaurants of the same size and type. Each commercial chain should have already in existence at least one store of the same size since most use a cookie cutter type building plan for their stores. 96-47
 - b. Transport Refrigeration Unit ATCM adopted in February 2004 increase standards for TRUs requiring TRUs older than 7 years to be rebuilt to meet the more stringent emission standards. How old are the TRUs used by the fast-food and restaurant chains? How old are the TRUs of the super centers?

The final EIRs need to include the actual number of diesel delivery trucks and TRUs required to supply the Super Target. It needs to include the number of TRUs required to service all the restaurants and fast food stores of within both projects. It needs to include the affects of soot and increased air pollution due to an increase in traffic at the projects' site where proximity to the source is a critical health factor. It needs to include different breathing rates of exercising adults & children in the calculations of health risks and soot. 96-48

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.

96-49

Land Use Planning Appendix – Many residents expressed concerns about a decrease in their property value if these commercial centers are developed, especially the residents whose homes will face the delivery end of the centers. The introductory identified land use was the location where this concern would be addressed, it was not. A search of the DEIR for property value found this concern was not addressed at all. Through no fault of their own, home owners will have to suffer a decrease in their home values without any compensation what so ever from the creators of this monitory disaster and degrading quality of life issue, trash, traffic, noise and light pollution.

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Noise Appendix

1. The traffic noise model used, FHWA-RD-108, to predict noise for road segments and intersections is over 20 years old.
 - a. The vehicle noise emissions database was collected in the mid 1970s.
 - b. The vehicle database contains no data for vehicles subject to interrupted flow conditions, unlike the conditions the roads and intersections that were modeled in the DEIRs. These roads will be subject to stop and go traffic and multiple signal light stops as well as jay walking students.
 - c. A newer FHWA traffic noise model was released in 1998 and upgraded 7 times since release. Why wasn't the more current model used in the DEIR?
2. Existing ambient noise data was only gathered on a Wednesday at 3 sites in close proximity to the intersection of Ave L and 60th Street West, all other existing noise data was modeled.
 - a. Why couldn't the other road segments and intersections be monitored?
 - b. Data for weekend ambient noise levels was not gathered. Weekends in this residential neighborhood is extremely different than weekday noise with sounds generated by 3,200 students. Weekend noise levels will be the days most affect by the two super center projects with the delivery truck, trash trucks, armored vehicles noise and 24-7 customer traffic noise.
 - c. Ambient noise for the majority of the school day is much lower than the hours before school starts and lets out so the change in traffic noise generated by the 2 super centers will be more significant for the majority of the day.
3. The DEIRs state the model calculates the average vehicle noise based on traffic volumes. The peak traffic counts are not representative of actual conditions since traffic data for the 'AM peak' hour captures only the last half hour of school traffic. The PM peak hour does not capture school traffic at all; it was taken an hour or more after school lets out (junior high school lets out earlier than the high school). Unrepresentative data used as input to a model results in unrepresentative output of existing or future noise levels.
 - a. Traffic data differs between data used to calculate traffic peaks and current air quality with traffic peaks having lower counts then data used to model current air quality. Which traffic data was used for input to the noise model?
 - b. The difference in traffic at many of the intersections between supposed existing weekday noise and weekend noise devoid of school traffic barely differs. For example Ave L-4 and 60th is a two head dead end segment used by many students to get to/from school and avoid traffic bottlenecks. It is only used on the weekends by residents whose streets directly connect to the dead end segment. The traffic from students on a school day is 3 times more than on weekends, however noise is modeled so that weekday noise differs from weekend noise by only 2 dBA (53.6 and 51.6).

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4. Vehicular operational noise was modeled to predict future noise levels for roadways and compared with predications of noise generated by the projects.
 - a. Why do the future predictions for noise on 60th Street south of Ave L-4 increase by 5.1 dBa? The majority of the land is already developed as homes so why would future predictions of noise be so high? The only reason future traffic noise would increase would to be get the super center projects, but this number is suppose to reflect noise with out the projects.
 - b. By inflating the future predications values it is no surprise that in comparison when predicted increase in noise generated by the projects, they show less than the significant 1.3 increase.

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The final EIR should eliminate delivers after 9:00 at night or before 9:00 on weekends so residents can sleep.

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Population, Housing & Employment Forecasts

1. Table IV shows 2004 SCAG forecasts for population, this is the same group who noted in the 2007 Economic Report of Lancaster that the AV area had a large percentage (> 10%) of workers in the construction sector so a downturn in the housing market would have an adverse effect on the job market in the area. They predicted no housing problem in the future. Just how accurate is this population predication.
2. Both projects have identical estimates for the number of construction workers, 865. How can this be when the project sizes, building layouts, and types of retail stores are different for each project?
 - a. Both DEIRs claim construction workers travel from job to job, seldom relocating to the job site and the construction jobs generated for the projects may be filled by long distance commuters rather than local workers. The commuters will increase air pollution.
 - b. These jobs are temporary, only lasting for the duration of the construction; therefore, the number of construction job these projects create would have a less than a significant benefit to the local community job market.
3. The Southern California Association of Governments (SCAG) 2007 Economic Report of the City of Lancaster found a majority (56 %) of Lancaster households has an annual household income of less than \$50,000 and half of those are below \$25,000.
 - a. The Commons project estimates a net increase of approximately 927 new jobs and the Lane Ranch project estimates 828 new jobs. These can not be full time jobs based on the number of shops and eating establishments both projects will build.
 - b. Both projects claim some employees will be management level implying high salary positions but both admit the majority of jobs are in the retail, restaurant and fast food sectors which are the lowest paying jobs available. What is the net worth of these low paying jobs to the community?
 - c. The salaries generated by the majority of lowing paying jobs is too low for employees to afford a home in the local neighborhood without receiving state/government assistance or having to work a second job. Employees will have to commute from lower income neighborhoods. This contradicts the statement that the projects would reduce air pollution because employees will come from the local neighborhood and not be commuting.

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Public Services

Fire

Admitted in the summary for both projects is the requirement for increased manpower, equipment, and facilities to accommodate the increased demand for fire services. The mitigation method is payment of

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developer fees. Payment of the fee does not guarantee the availability of the service during the construction or operational phases.

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Police

1. The Commons project summary identifies a substantial increase in the demand for police services when the vacant site is developed into a commercial center but does not give any mitigation measures. Lancaster city for a number of years has implemented a contract with the stores located at the super center shopping center at Ave J and 20th Street East. This contract has the stores paying the salary for 40 hours a week policing at their shopping center. A similar contract needs to be implemented for the increase crime rates a commercial center will bring to the neighborhood.
2. The Lane Ranch project summary does not believe there will be an increase in policing services when the ranch is converted to a super center. How can this be? The ranch currently located on the property does not offer a monetary incentive for criminal activity but turning the ranch into a commercial center with multiple stores, fast food and restaurants will increase criminal opportunities. Crime follows the money. Even shop lifting and vandalism will increase from its current non existence level.
3. Mitigation measures to reduce crime are fencing during the construction phase and lighting and building security systems for the operational stores. There is no increase for policing the area once the projects become operational.
4. There are no mitigation measures identified in the draft EIR to protect the local residents from spill over crime such as vehicle theft, home invasion, burglaries or crimes against persons. This is the crime residents are most interested in, not in protecting the commercial structures and their contents.
5. There are no mitigation measures to protect students from spill over crime such as vehicle theft or crimes against persons. At the very least an additional sheriff paid for by the commercial centers should be patrolling the school perimeter and parking lots an hour before school, during school hours, an hour after school and during school events held outside normal school hours.
6. Both DEIRs claim there is no unique law enforcement issue specific to the proposed project. That is incorrect, the corner of Ave L and 60th Street West is under Lancaster jurisdiction, adjacent to the Lane Ranch project and on the other side of the high school are unincorporated Los Angeles areas which are under California Highway Patrol jurisdiction. Just a mile down 60th 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? This issue is not addressed even thou the requested for its inclusion in the draft EIR can be found in the public comments appendix.

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A comparison with an existing discount super center's crime rate to a residential neighborhood located miles from a commercial center needs to be included in the final EIR, that way the actual increase in crime to the neighborhood can be estimated more accurately. An even better comparison would be the crime rate of a neighborhood before a discount super center was built and the rate after the commercial center was built. Lancaster city should be able to provide this data from any one of their already existing super centers.

96-66

Transportation and Traffic

1. Traffic data gathered for use in the DEIR was collected using manual methods instead of an automated device.
2. National Data & Surveying Services, the company used to collect the traffic data doesn't even have a web site so it is no surprise they don't own a automated counting device. Many be they should have borrowed one from the city or county.
3. Instead of collecting 24 hours of data to determine peak hours, data was only collected for 4 hours on 5 days.

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- a. The days in which the data was collected were on 2 days the week of Memorial which also happened to be minimum school days.
 - b. There was only one weekend collection day, Saturday, the day after school was over for the year when many residents leave with their school children for vacation.
 - c. The other two collection days were the 1st and 2nd weeks after school starts in August.
 - d. The hours were also carefully chosen to not cover the actual heavy traffic hours and then 1 hour of the day was thrown away to represent a 'peak hour' of traffic.
4. Peak traffic data is not representative of actual traffic. The supposed 'AM peak' hour captures only the last half hour of school traffic. The PM peak hour does not capture school traffic at all; it was taken an hour or more after school let out (junior high school lets out earlier than the high school).
5. The PM traffic captures little if any commuter traffic since it was taken between 4:00 PM and 6:00 PM with a supposed peak time of 5:00. This is a neighborhood of commuters, most get off work at 5:00 and typical commute time is at least an hour.
6. The majority of differences between AM peak with the tail end of school traffic and PM peak with no school traffic about 50 vehicles. Did students fly over the intersection on their way to school or did they all cram into the few additional cars?
7. An independent manual count taken in February 2009 at the corner of 60th Street west and Ave L came up with hundreds of more cars going in a single direction than is identified in the DEIRs.
8. The suggestion to mitigate traffic by increasing the number of traffic signals from the current 3 on 60th between Ave J and Ave M by an additional 6 will increase delays for residents just trying to get in and out of their homes. The 4 mile gantlet of 9 traffic signals needs to be synchronized to prevent idling traffic and to allow residents to complete the distance without having to stop and wait a wait every few 10ths of a mile just to get to or from their home.
9. Deliveries should be prohibited for one hour before school starts or ends and one half hour after school starts and ends to allow school traffic to disperse.
10. Delivery trucks should be prohibited from using side streets. Enforce this by fining both the store and the delivery truck an increasing amount every time they violate it. The fine starts at the amount charged for running a red light and increases by \$1,000 for each subsequent violation. The funds collected will go toward street maintenance of the road – LA County for streets in unincorporated jurisdiction, Lancaster or Palmdale for streets maintained by either city. This is fair since a 40 ton truck causes as much road damage as 6,400 vehicles. Violations can be documented by residents with a photo and or written account denoting location, time and truck identification.
- a. Delivery trucks using side streets it will make it unbearable for residents of the side streets and the neighborhood residents traveling out or into the neighborhood.
 - b. Many residents will be forced to resort to side streets to avoid traffic signals and traffic; in particular L-8 will become the main egress in and out of the neighborhood.
11. The DEIRs' report that the added traffic volume generated by the project will significantly impact traffic flow at 15 of the intersections. The analysis states that future operating conditions would be degraded without road widening and that an increase from one to three lanes reduces the impacts to a level of insignificant.
- a. They also note that most areas have one lane in each direction currently and the ultimate street widths will provide 3 lanes in direction.
 - b. So why are the suggested improvements only adding an additional lane and not the ultimate 3 in directions that would reduce the traffic impact to insignificant levels?
 - c. The suggestion to mitigate traffic by increasing the number of lanes should be for both directions since shoppers will have to travel in the reverse direction when leaving the commercial super centers. Some suggestions are for an increase only in the directions toward the commercial super centers.

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12. What is a 'fair share' of road improvement costs? Fair is not a definitive number. Is the share based on the number of proposed projects to be built? Does it assume all projects will be built? When would the roads be improved, after all proposed projects complete? If one or more of the projects is not built than what happens to the fair share, will there now be limited funds to widen the road? The road improvements need to be complete before construction starts on the 1st project that way it would insure the collection of 'fair share' funds are really spent to mitigate the road degradation the proposed change to commercial zoning would cause to this residential/rural neighborhood.
13. As the Traffic analysis states until these improvements are implemented there will be significant unavoidable impacts to the 15 intersections. The road widening needs to happen before construction begins for the commercial super-centers to not adversely effect the commute times of residents and students during construction and to ensure the improvements are finished before the stores are opened.

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Utilities & Electricity Appendix

Emissions of greenhouse gas consumption lists 5 single residential units @ 6,665 cubic ft/unit/month, therefore on average for a single unit $6,665/5 = 1,333$. Multi-family residential does not list number of units but has 4,011 cubic ft/unit/month, more than single residential unit. Industrial gives usage by parcel as 241,611, much more than residential. Retail/shopping has square foot in parentheses and gives a value of 2.9, so a retail store of 5,000 square feet (the smallest size store for this proposed shopping center) would use $5,000 \times 2.9 = 14,500$ or much, much more than a residential unit. Where is the usage for a restaurant, fast food store or grocery store?

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Emissions of greenhouse gas from electricity demand lists a 5 single residential units @ 5,626.5 KWH/unit/year, therefore on average for a single unit $5,626.5/5 = 1,125.5$. Now restaurant and food store are considered and once again have square foot in parentheses and gives a value of 47.45 for a restaurant and 53.3 for food store. Using 5,000 square foot for a restaurant (10,300 sq ft identified as the size for a restaurant and fast food) gives $5,000 \times 47.45$ for 237,250 KWH demand, again much, much more than a residential unit. The food store gives a value of $53.3 \times 88,695$ (1/2 of the Super Target size, reduced because not all space is for groceries) = 4,727,443.5, once again much, much, much more electricity demand than a residential house.

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Emissions of greenhouse gas from vehicles scenario is everyone drives 100 miles a day every day of the year. Not in the real world. Assumed mpg is also not real with an assumption of 27.5 for an auto or 21.4 for a light truck.

In the **summary of significant unavoidable operational impacts** for the Commons project, air quality will exceed the thresholds set by AVAQMD thus resulting in a significant and unavoidable impact. Why do the students and residents in the area have to suffer the health risks brought by these projects? Most home owners bought in the neighborhood to escape urban problems and insure their children attended the best schools in the Antelope Valley. Now they and the students will suffer. The potential for convenient discount retail and fast food shopping exceeding the demand by 145% is far out weighed by the air quality damage residents and students will be stuck with.

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According to the DEIR, the **Southern California Association of Governments (SCAG)** is not an air quality management agency but it is responsible for developing transportation, land use and energy conservation measures that affect air quality. It provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies.

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1. The Southern California Association of Governments (SCAG) 2007 Economic Report of the City of Lancaster found a majority (56 %) of Lancaster households has an annual household income of less than \$50,000 and half of those are below \$25,000.



2. The report identified the largest numbers of workers are found in the lowest paying jobs of retail sales and food services.
3. The report identified a larger than normal (>10%) number of jobs were in the construction sector. is suffering the most with the housing crash and recession/depression.

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Shopping centers near a freeway may draw in out-of-area customers but a store far from a freeway has only the residents from the local neighborhood to draw from. The potential customer base in this neighborhood is limited to begin with and they can only buy so many school supplies, groceries, garden and home improvement products.

Economic, Fiscal & Urban Decay Appendix

1. None of the 67 retail stores in historical Quartz Hill business district were included in the analysis for urban decay. The Quartz Hill business districts is located 1 mile away and will suffer more urban decay than the Lancaster stores, located further away that were included in the urban decay analysis.
2. Saturating the AV by adding two more super centers eats into the sales of the four existing super centers. Cannibalizing same store sales can close existing stores leaving abandoned monolithic sized buildings. The Avenue L and 60th Street West location cannot economically support one super center let alone two.
3. The city will not benefit with the addition of these super centers as shoppers transfer their patronization from one Lancaster store to another the sales tax money the city collects will remain the same! But the costs associated with the super centers in policing services, road repair and other infrastructure maintenance will only drain Lancaster's already limited funds.
4. Retail stores competing against super centers are closing in record numbers leaving fewer shopping alternatives for everyone. Last year 4,500 retail stores closed and analysts predict as many as 7,000 additional retail stores could close this year as consumers cut spending and retailers struggle to finance their inventories.
5. This neighborhood is overstocked with unsold and foreclosed homes that won't be legally occupied any time soon. When people face foreclosure or other financial problems they do not spend their limited funds maintaining their homes and yards. The customer base is further reduced because abandoned or unoccupied homes do not house customers.
6. The economic analysis claims direct impacts occur primarily in the City of Lancaster. The projects site is on the boarder of Los Angeles County's unincorporated Quartz Hill community and is located 1 mile from the boarder of Palmdale, both of these communities will receive a direct economical impact if these projects are built.
7. The attached economic document is incomplete; it has numerous blank costs values and empty values in the tables.
8. The table listing the potential competitive shopping centers does not include the Quartz Hill business district located 1 mile from Ave L and 60th Street West. It does not include the 40th Street West and Ave L Vons shopping center two miles away nor does it include the 50th Street West (a.k.a. Rancho Vista Blvd) and Ave N Albertsons shopping center 3 miles away. Of the 9 shopping centers listed all but the non existent 60th Street West and Ave K center are located further away then the existing shopping centers in this area.
9. The economic document analyses the 2 competing super center projects for garden and home improvement merchandise but ignores the Quartz Hill garden shop, hardware and building materials stores located 1 mile away in the business district of Quartz Hill. It ignores the existing grocery stores, restaurants, fast food of the Quartz Hill business district and the Vons or Albertsons shopping centers. Why are the nearby existing stores ignored creating a false no impact conclusion to urban decay?
10. The only time a store in either the Vons shopping center or the Albertsons shopping center is included in the economic analysis is for the drug stores. Once again the drug store located closer

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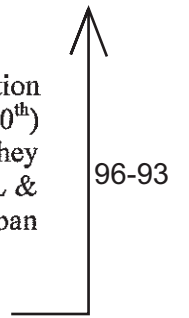
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on 50th Street West in the Quartz Hill business district is ignored. The conclusion is the creation of the super center projects on drug store patronage in the Vons shopping center (Ave L and 60th) and Albertson's shopping center (Rancho Vista Blvd & N) would not be impacted because they are on major roadways but the two drug stores located further away on the same streets (Ave L & 30th and Rancho Vista Blvd & 30th) with an increased number of lanes will be at risk for urban decline. How can this be?





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

April 6, 2009

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

Dear Ms. Swain:

DRAFT ENVIRONMENTAL IMPACT REPORT, PROJECT TITLE: THE COMMONS AT QUARTZ HILL, NOTICE OF AVAILABILITY THE COMMONS AT QUARTZ HILL PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (EIR), SCH NO. 22007061059, LANCASTER (FFER #200900010)

The Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

97-1

PLANNING DIVISION:

PUBLIC SERVICES - FIRE PROTECTION OPERATIONAL – RESPONSE DISTANCE: TABLE I-1 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

1. The paragraph under this heading contains some inaccuracies and should be revised as follows: "The project site is within a 1.8-mile radius of the Los Angeles County Fire Department (LACFD) Fire Station 84 which is the jurisdictional station (1st-due) for this project. It has a 3-person engine company and a 2-person paramedic squad. Based on the distance to the project site it is estimated to have an emergency response time of approximately 6 minutes which is well within the Department's goal of 8 minutes for first arriving units in suburban areas (the City of Lancaster is a mix of urban/suburban areas). In addition, the project site is within a 4-mile radius of two other LACFD Fire Stations, Fire Station 130 which houses a 3-person engine company and 3-person USAR unit and Fire Station 134 which houses a 3-person assessment engine company and a 2-person paramedic squad. The Fire Department's current five-year facility plan includes a future Fire Station in the vicinity of

97-2

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	LAKEWOOD	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	GLEN DORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER

Avenue K-8 and 70th Street West, which is 1.3 miles from the project site and within the Fire Department's desired service radius of 1.5 miles per station in urban areas. Development of this facility is contingent upon several factors including the pace of development in the vicinity of the planned station and sufficient funding for station development and ongoing staffing costs. Any impact this project may have on Fire Department services will be mitigated by the payment of developer fees in effect in the project area prior to the issuance of the first building permit for this project."

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97-2

ENVIRONMENTAL SETTING

2. Paragraph 1, the last sentence should be revised to state "The estimated response time to the project site is approximately 6 minutes." Paragraph 2 should be corrected to state that Fire Station 134 is staffed with a 3-person assessment engine, which is an engine company with some limited paramedic capabilities and a 2-person paramedic squad and Fire Station 130 is staffed with 3-person engine company and a 3-person Urban Search and Rescue unit.

97-3

3. Regulatory Framework General Plan While the City's performance objective for fire protection is a 7 minute response time to rural areas, the Fire Department uses guidelines of a 5-minute response time for the 1st-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, an 8-minute response time for the 1st-arriving unit and 12 minutes for paramedic units in suburban areas, and a 12 minutes response time for the 1st arriving unit and 20 minute response time for paramedic units in rural areas. The City of Lancaster is a mix of urban/suburban areas, thus the current average response time of 6 minutes for this area in well within the Fire Department's response time goals.

97-4

ENVIRONMENTAL IMPACTS, PROJECT IMPACTS, RESPONSE DISTANCE

4. The paragraph should be replaced with the paragraph provided above under the heading Operational - Response Distance.

97-5

CUMULATIVE IMPACTS

5. The third sentence is incorrect. The wording government funding should be deleted. The LACFD does not receive any government funding to provide fire services in the project area.

97-6

LAND DEVELOPMENT UNIT:

1. We have no comments at this time.

97-7

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,

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Ms. Jocelyn Swain
April 6, 2009
Page 3

fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

97-9

2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

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

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:lj



Copy Forwarded to Planning for Response KT

FAX - (661) 723-6141

March 5, 2009

Dear City of Lancaster Planning Commissioners and City Council:

I strongly object to the WalMart and Target being considered for construction on the corner of 60th and L Street. Please do not change the zoning for these two supercenters.



98-1

First of all, have you ever gone to the corner of 60th and L during school traffic. Well, it is chaos! Do you really think it is wise to mix Walmart and Target traffic with young people (new drivers) as they rush to and from school? The safety of our youth will be comprised. Consider also that both of these stores get a high volume of traffic during the holidays, Let's not forget that WalMart opens early and closes late which will collide with sports events and school activities.



98-2

Secondly, WalMart representatives allege that the new store will provide jobs, which sounds appealing with the current economic crisis and unemployment woes. However, let's come to our senses about the kind of jobs being provided. Have we forgotten what we've read, heard, watched on the news regarding WalMart employees' low wages, mistreatment, and outsourcing to foreign countries. Is this what America needs - Is this what the Lancaster needs?



98-3

In my opinion WalMart is much more concerned about making money than providing jobs or providing sales tax revenue to the surrounding community as it's representatives profess. Please refer to the attached article from the Internet regarding WalMart requesting to build on civil war battleground. Let me say it again, WalMart wants to build near an historic civil war site. So let's exchange the preservation of an American historic site for a moneymaking, low paying, possibly vacant in the future, shopping center. Good exchange? Hmm, I don't think so. Where was WalMart's concern for that community?



98-4

Oh, and by the way, do we really need another WalMart? There are already four in the Antelope Valley. WalMart shamefully left one building vacant on the eastside of Palmdale while it moved to a new location on 10th Street West. Where was the community concern then I wonder? The vacant building blighted that area for several years until finally Factory 2 U moved into the building. Now we have a new super Walmart center at 15th Street West, which is right next door to the vacant building where the Walmart was previously located.



98-5

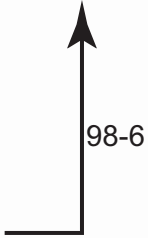
The Quartz Hill/Lancaster area has been able to maintain a small town feel with mom and pop stores still in existence. WalMart will wipe them out in a hurry. I do not feel that they are concerned about this community at all. This community can easily make their way over to the other WalMarts if they chose to shop there. The same goes for the Target center.



98-6



Please consider this my protest against rezoning for the building of a WalMart and Target. Please listen to those in this community who are objecting to the building of a WalMart and Target because they are concerned for the safety of our children, concerned about the traffic problems this will create, and concerned that this property is being rezoned for solely profit and not for the benefit of this community.



Sincerely,

Steve Smith
Lancaster, California

For your response but not for public use - my e-mail: becroxanne@aol.com



Wal-Mart, Historians Battle Over Building Store Near Civil War Site

Friday, January 02, 2009

Associated Press

LOCUST GROVE, Va. —

Wal-Mart wants to build a Supercenter within a cannonshot of where Robert E. Lee and Ulysses S. Grant first fought, a proposal that has preservationists rallying to protect the key Civil War site.

A who's who of historians including filmmaker Ken Burns and Pulitzer Prize winner David McCullough sent a letter last month to H. Lee Scott, president and CEO of Wal-Mart Stores Inc., urging the company to build somewhere farther from the Wilderness Battlefield.

"The Wilderness is an indelible part of our history, its very ground hallowed by the American blood spilled there, and it cannot be moved," said the letter from 253 scholars and others.

Wal-Mart and its supporters point out that the 138,000-square-foot store would be right behind a bank and a small strip mall, a full mile from entrance to the site of the 1864 clash that left thousands dead and hastened the war's end.

Local leaders also want the \$500,000 in tax revenue they estimate the big box store will generate for rural Orange County, a gradually growing area about 60 miles southwest of Washington.

"In these economic times, the fact that Wal-Mart wants to come into the county is an economic plus," said R. Mark Johnson, a tire shop owner and chairman of the county's board of supervisors. "This is hardly pristine wilderness we're talking about."

Grant's Union troops were headed to Richmond on May 4, 1864, when they confronted Lee's Confederate Army of Northern Virginia. The Battle of the Wilderness involved more than 100,000 Union troops and 61,000 Confederates. The fighting, according to National Park Service estimates, left more than 4,000 dead and 20,000 wounded.

Some 2,700 acres of the Wilderness Battlefield are protected as part of the Fredericksburg and Spotsylvania National Military Park.

Preservationists regularly square off against developers in Virginia, where much of the Civil War was fought.

This dispute, however, has stirred an outcry similar to the one in 1994 over The Walt Disney Co.'s plans to build a \$650 million theme park within miles of the Manassas Battlefield. The entertainment giant bowed to public pressure and abandoned the project.

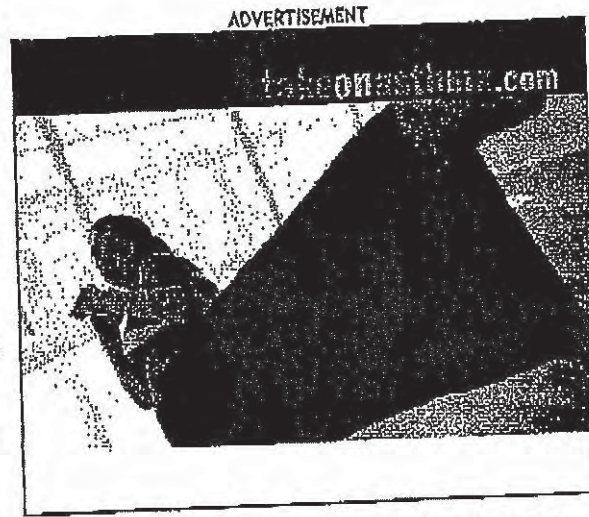
Bentonville, Ark.-based Wal-Mart, which opened nearly 200 stores in the U.S. in 2007, said it studied a lengthy list of sites in Orange County before settling on the spot near the battlefield and its gentle hills dissected by neat footpaths.

"We recognize the significance of the Wilderness Battlefield, but we are not building on the battlefield," said Keith Morris, a spokesman for the world's largest retailer.

Preservationists argue the store site is still significant because it was used as a staging area by Union troops.

"Is it blood-soaked ground? No, but it is a part of the battlefield," said Jim Campi, a spokesman for the Civil War Preservation Trust, which lists the Wilderness Battlefield as endangered.

Supervisors will have the final say, after county planners decide if the retailer should be granted a zoning variance. Hearings likely will be scheduled in February and March.





March 10, 2009



Ms. Jocelyn Swain
Environmental Planner
CITY OF LANCASTER
44933 Fern Avenue
Lancaster, CA 93534

Dear Ms Swain:

I want to follow up with you on my February 23, 2009 letter concerning the "ECONOMIC, FISCAL AND "URBAN DECAY" ANALYSIS for both proposed shopping centers at 60th Street West and Avenue L. The report is Appendix L in the Wal-Mart EIR and Appendix M in the Lane Ranch EIR.

I want to clarify that I was primarily addressing in my letter the Food and Beverage analysis within the report.

It is my understanding the Target store in the Lane Ranch project is not going to be Supercenter.

My letter was not intended to address the Target Store but the Food and Beverage sales within the Wal-Mart Supercenter.

I have attached to this email an Economic Impact Analysis for Expansion of Foothill Ranch Wal-Mart that is dated January 24, 2008 by the Natelson Dale Group.

As stated in the Introduction of this Analysis:

This study evaluates the potential economic impacts of the proposed expansion of the existing Wal-Mart store in Foothill Ranch (City of Lake Forest) into a Wal-Mart Supercenter. The expansion is proposed at the existing shopping center located on 26502 Towne Center Drive. For purposes of this analysis, the project is assumed to be completed in mid 2009 and would include a 41,283 square foot expansion area, which would primarily be devoted to new food/grocery sales. Thus, the economic impact focuses strictly on the potential impacts in the food/grocery sales category. In particular, the analysis addresses two key issues:

- 1. The extent to which there would be sufficient demand to support the new Wal-Mart food sales space without negatively impacting the long-term market shares of existing supermarkets in the trade area; and**
- 2. The cumulative impacts related to all retail supermarkets projects planned for development in the trade area.**

99-1

99-2

Ms. Jocelyn Swain
March 10, 2009
Page Two

The Foothill Ranch report is 24 pages discussing the effects on **existing and future Food Stores**.

I want to direct you to pages 41 and 42 of the HR&R report, **Food Stores, including Supermarkets, Other Food Stores and Beverage Stores**.

In the HR&R report there is essentially one page, 20 lines addressing the same issue that the Foothill Ranch report discusses in 24 pages.

The Foothill Ranch Study analyzed the existing supermarkets and food users and stated the square footage of each store.

As an example the Vons at 40th Street West and Avenue L, would state 49,860 square feet. The square footage stated in the report was for the entire building which includes the sales floor area and stock room area.

I do not know where HR&R obtained the square footage numbers in its report for the Wal-Mart Supercenter.

The HR&R Report states the Wal-Mart will have 49,800 square feet of area for the sale of food and beverages. I question if the square footage assumption of 49,800 square feet will be the limit of this sales area within the Wal-Mart Supercenter.

When the existing Wal-Mart Supercenters in East Lancaster and East Palmdale expanded into Supercenters, the expansion area was in excess of 71,000 square feet and is now occupied by the food/beverage components for those respective buildings.

The HR&R Report states there will be approximately 73,000 square feet of food and beverage sales area at 60th & L, I believe the square footage number used in their analysis should have stated 93,200 and thus reflect 71,000 square feet being allocated to the Wal-Mart Supercenter.

I would expect the revised report or new report on Urban Decay to address the impact the 71,000 square foot food and beverage area within the Wal-Mart Supercenter on the existing food and beverage operators in the stated 5-mile primary trade area and the 10-mile secondary trade area.

I again state the HR&R Report analyzed the "Projected Supply of Additional Food/Beverage Space" based upon unrealistic future population growth with inflated household incomes.

99-2

99-3

99-4

Ms. Jocelyn Swain
March 10, 2009
Page Three

Ms. Swain, I would appreciate if would please advise me on what the process will be going forward on addressing the Urban Decay on the food and beverage operators in the 5-mile primary trade area and the 10-mile secondary trade area.

99-5

I want to also address at this time what is currently zoned commercial property at the intersection of 60th Street West and Avenue L.

I attended the Planning Commission General Plan Update hearing on March 2nd.

The Commissioners discussed a topic that I was not aware of concerning commercial property within the City of Lancaster. I learned the current General Plan has 2 separate zone designations for office and retail properties.

It was not until that Planning Commission hearing that I understood why Lane Ranch was applying for a General Plan Amendment for their development.

Prior to the March 2nd Planning Commission hearing, I thought the entire Lane Ranch property was zoned for retail development.

99-6

It is now my understanding the 35-acre Lane Ranch Development is zoned a combination of Commercial retail and Commercial office.

I would expect that the Lane Ranch General Plan Amendment would be a lower density of use from office to retail.

I am only clarifying the zoning issue because I would not view the Lane Ranch application as a zone change given the property is currently zoned commercial unlike the Wal-Mart property, which is zoned residential.

Sincerely;



Timothy M. May

APPENDIX B

ECONOMIC IMPACT ANALYSIS



**ECONOMIC IMPACT ANALYSIS
FOR
EXPANSION OF FOOTHILL RANCH WAL-MART**

January 24, 2008

Prepared by:

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I. INTRODUCTION

This study evaluates the potential economic impacts of the proposed expansion of the existing Wal-Mart store in Foothill Ranch (City of Lake Forest) into a Wal-Mart Supercenter. The expansion is proposed at the existing shopping center located on 26502 Towne Center Drive. For purposes of this analysis, the project is assumed to be completed in mid 2009 and would include a 41,283 square foot expansion area, which would primarily be devoted to new food/grocery sales. Thus, the economic impact analysis focuses strictly on potential impacts in the food/grocery sales category. In particular, the analysis addresses two key issues:

1. The extent to which there would be sufficient demand to support the new Wal-Mart food sales space without negatively impacting the long-term market shares of existing supermarkets in the trade area¹; and
2. The cumulative impacts related to all retail supermarket projects planned for development in the trade area.

Assumed Sales Performance of Wal-Mart Supercenter

The analysis assumes that the proposed project would generate total annual grocery sales of \$29,329,875. This projection is based on a sales per square foot factor of \$710.00².

Description of Trade Areas Evaluated in This Study

According to the International Council of Shopping Centers (ICSC) – the premier trade association of the shopping center industry – a stand-alone supermarket would typically have a primary trade area of 3 miles or less. The proposed project, however, would create a “supercenter” (combining a general merchandise store with a full-scale supermarket) and would therefore be expected to draw consumers from a larger trade area (consistent with the typical trade area for a community-scale facility). Reflecting this “dual” characteristic of a supercenter, the market area boundaries have been defined in terms of two radii:

- A Primary Market Area (PMA): a 3-mile radius around the project site, corresponding to the typical trade area for a supermarket or neighborhood shopping center; and
- A Secondary Market Area (SMA): a 6-mile radius around the project site, excluding the inner radius of the PMA (i.e., the SMA is the outer 3-6 mile “donut”), corresponding to the trade area for a community-scale shopping center.³

¹ The analysis focuses on supermarkets rather than convenience-type food stores since the Wal-Mart grocery component is directly comparable to a full-scale supermarket. Retail and grocery market analysts generally regard convenience stores to be in a different market niche from supermarkets; thus, it is not expected that the proposed Wal-Mart would significantly affect stores in the convenience category.

² This factor was derived by TNDG based on sales performance data for Wal-Mart Supercenters from Progressive Grocer's 2007 Super 50 publication. This publication provides sales performance data for the top 50 supermarket chains (those with a minimum of \$2 million in annual sales) in the U.S.

³ According to the Shopping Center Definitions published by the International Council of Shopping Centers (ICSC), the primary trade area for a typical grocery-anchored community center between 100,000 and 350,000 square feet is 3-6 miles. Although it is sometimes possible to draw customized trade areas that reflect specific shopping patterns of residents and traffic patterns, doing so in this case would be arbitrary without the availability of this type of information. Thus, we have relied on this standard approach used in retail market analyses by analyzing a 3- and 6-mile radius surrounding the proposed project site. Further, when marketing properties to prospective tenants, developers' retail leasing representatives usually identify market demographics within a defined radius of the site, indicating that this is valid approach to evaluate market support for a particular project.

Hereinafter, the PMA and SMA combined are referred to as the Foothill Ranch Trade Area.

Overview of Methodology

The analysis forecasts the total resident demand for supermarket sales within the evaluated Foothill Ranch Trade Area, and uses this projection of total demand as the basis for determining the extent to which the proposed project could be supported in the market area without negatively impacting existing supermarkets. The analysis includes the following major steps:

1. Estimate the current demand for food sales in the two trade areas, based on existing demographics (including income characteristics);
2. Estimate the "potential" aggregate sales per square foot of existing supermarkets in the two trade areas, based on the potential demand estimates from Step 1 and the actual square feet of existing supermarket space in the trade areas;
3. Estimate the "adjusted" aggregate sales per square foot of existing supermarkets in the two trade areas, after accounting for the projected grocery sales of the Wal-Mart expansion (i.e., assuming that Wal-Mart's sales are diverted from existing stores, what would the "post Wal-Mart" sales potential of the existing stores be?). In addition, estimate "adjusted" aggregate sales per square foot of existing supermarkets in the two trade areas, after accounting for the *cumulative* grocery sales of the Wal-Mart expansion and other planned/pending supermarkets in the trade area; and
4. Compare the "post Wal-Mart (including other planned/pending projects)" sales potentials of the existing stores to grocery industry "benchmarks" to determine if any sales diversions would potentially be severe enough to result in closure of existing stores.

What this Study Provides

Since this study is being completed as part of the environmental impact report (EIR) process for the proposed project, it focuses strictly the types of economic impacts that are defined as significant by the California Environmental Quality Act (CEQA). Specifically, per Section 15131(b) of the CEQA Guidelines, a project's economic impacts on a community are considered significant only if they can be tied to direct physical impacts. The Fifth District Court of Appeal in *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 provided that a significant adverse physical change in the environment resulting from the economic impacts of a proposed retail project, or "urban decay", is characterized by a chain reaction of store closures and long term vacancies ultimately destroying neighborhoods. Based on the direction of the Court of Appeals, the City of Lake Forest has determined that the proposed project would have a significant impact only if the expansion of the Wal-Mart resulted in a diversion of sales from existing supermarkets that is severe enough to lead to business closures, and in turn, the resulting supermarket closures are significant enough in scale to result in long term vacancies which affect the viability of existing shopping centers or districts.

What this Study Does Not Provide

Given the CEQA-defined focus on physical (blighting) impacts, this study is not intended to quantify all potential economic impacts that the proposed project may have on existing supermarkets and municipalities in the market area. For example, temporary sales impacts to competing supermarkets in the market area (i.e., revenue losses that are not deemed to be severe enough to result in closure of the competitors' supermarkets) would not meet the CEQA-significance threshold and are therefore not specifically addressed in this report.

II. SUMMARY OF CONCLUSIONS

This section provides a brief summary of the study's conclusions.

Primary Market Area

TNDG estimates that the current sales potential for existing supermarkets within the PMA is \$617 per square foot.⁴ With the expansion of the proposed project in 2009, the potential sales per square foot of existing supermarkets are projected to decline to \$545, based on a diversion of some of the existing stores' sales to the Wal-Mart expansion.

Secondary Market Area

TNDG estimates that the current sales potential for existing supermarkets within the SMA is \$600 per square foot. With the expansion of the proposed project in 2009, the potential sales per square foot of existing supermarkets are projected to reach \$617. Although the proposed Wal-Mart expansion would attract some food sales from the SMA, these would be more than offset by new demand resulting from projected population growth in the SMA.

Cumulative Impacts

In addition to evaluating impacts related directly to the proposed expansion, this study evaluates the cumulative impacts to the market based on all known planned and/or pending supermarket projects (including the proposed expansion evaluated in this analysis) in the retail trade area. There is one potential supermarket project in the Foothill Ranch Trade Area. This potential supermarket would reoccupy the former Vons store site, located at 22475 El Toro Road in Lake Forest.⁵ According to City Staff, the property owner's leasing representative is currently marketing the vacant property to various specialty grocers, some of whom have expressed interest in the site. Although no application has been filed with the City, we have assumed that this space will be reoccupied with a supermarket, considering the property owner's intentions of leasing the existing vacant space to another supermarket.⁶ Given that this potential supermarket would be located right on the border of the PMA and SMA, we have allocated the square feet of this potential store evenly between both areas (i.e., 50% of the space in the PMA and 50% in the SMA), based on the assumption that the store would draw approximately one-half of its market support from the PMA and approximately one-half from the SMA. Based on the combined impacts of the Wal-Mart and a potential grocer at the former Vons site, TNDG projects that the potential sales per square foot of existing supermarkets in the PMA and SMA would decline to \$510 and \$602 per square foot, respectively, in 2009.

⁴ It should be noted that the square feet of supermarket space used to calculate this estimate does not include the recently closed Vons store (located at 22475 El Toro Road in Lake Forest). This store closed in June 2007 and is now vacant.

⁵ According to City Staff, (Jessica Gonzalez, Economic Development Department), the property owner's leasing representative is currently marketing the vacant property to various specialty grocers, with some expressing interest in the site.

⁶ There were also six grocery markets developed in the Foothill Ranch Trade Area in 2007. However, all of these markets have been accounted for in the existing inventory of supermarket space (see Table III-1 on page 7).

Urban Decay Findings

The cumulative impacts resulting from the proposed Wal-Mart expansion and one additional potential supermarket would result in a loss of business at existing supermarkets. However, the estimated current average sales levels for supermarkets in the trade area are significantly higher than the national or regional averages for this category on a per square foot basis. Although average revenues would decline, they would drop to levels that are still well above the regional average for supermarket sales, and then would rise again due to growth in local demand. As such, TNDG concludes that the cumulative economic impact resulting from the opening of two new supermarkets (the planned Wal-Mart expansion and a potential store at the former Vons site) would not be severe enough to force the closure of any existing supermarkets. Therefore, no vacancies of retail facilities would be created, and no potential for physical deterioration or urban decay would result.

It should be noted that the conclusions summarized above are based on the assumption of modest population growth in the two trade areas (especially in the PMA, where population is projected to grow at annual average rate of 0.9% over the next five years). In actuality, long-term population growth in the City of Lake Forest could be substantially higher. As described further in Section III-D of this report, the City is currently considering re-zoning about 800 acres of land for residential uses. This would potentially allow for the construction of 5,000 new dwelling units (or about 22% more than now exist) in the PMA. Thus, the indicated sales diversions from existing supermarkets could be even less significant than indicated above.

III. RETAIL DEMAND ANALYSIS SUMMARY

As part of this analysis, The Natelson Dale Group, Inc. (TNDG) completed an inventory and "windshield" survey of all existing supermarkets in the Foothill Ranch Trade Area. The main purpose of this survey was to provide a quantitative and qualitative measure of the overall "health" of the retail grocery market in the trade areas. A summary of these findings is provided on Table III-1 on the following page.

III-A. EXISTING CONDITIONS IN FOOTHILL RANCH TRADE AREA

Based on this field survey, there are no apparent indications of economic or physical decline among the existing supermarkets in the trade area. TNDG estimates that supermarket space in the Foothill Ranch Trade Area, as of October 2007, totals approximately 931,148 square feet (approximately 248,445 square feet of this total is located in the PMA⁷). There is one existing vacant supermarket in the Foothill Ranch Trade Area. However, as discussed on page 4, this former Vons store will potentially be reoccupied by a new supermarket in the foreseeable future. According to City of Lake Forest staff, the closing of the Vons store located at 22475 El Toro Road in Lake Forest was a result of the chain's companywide restructuring plan that included closing underperforming stores. In addition, a Vons store located at 4800 Irvine Boulevard in the City of Irvine (Northwood Town Center) closed in September 2007 in order to allow for the opening of a new larger Pavilions store located nearby at the corner of Portola Parkway and Culver Drive. As shown on Table III-1 below, this store was reoccupied in November 2007 by Zion Market, a Korean Grocer.

⁷ The existing Stater Bros. store on 22351 El Toro Rd, Lake Forest, is located directly on the boundary between the PMA and the SMA. Thus we have allocated 50% of the store's square feet to the PMA and 50% to the SMA.

**Table III-1:
Existing Inventory of Supermarkets
Foothill Ranch Trade Area**

Store Name	Address	City	Square Feet
<i>PMA</i>			
Ralphs	26751 Portola Parkway	Lake Forest (Foothill Ranch)	46,675
Irvine Ranch Market*	26741 Rancho Parkway	Lake Forest	17,000
Vons	28571 Los Alisos Boulevard	Mission Viejo	43,661
Ralphs	27730 Santa Margarita Parkway	Mission Viejo	40,925
Henry's	27765 Santa Margarita Parkway	Mission Viejo	40,656
Ralphs	21751 Lake Forest Drive	Lake Forest	37,025
Stater Bros.**	22351 El Toro Road	Lake Forest	22,503
Subtotal			248,445
<i>SMA</i>			
Stater Bros.**	22351 El Toro Road	Lake Forest	22,502
Ralphs	31481 Santa Margarita Parkway	Rancho Santa Margarita	44,685
Albertsons	21672 Plano Trabuco Road	Trabuco Canyon	49,925
Pavilions	22451 Antonio Parkway	Rancho Santa Margarita	57,000
Albertsons	23072 Alicia Parkway	Mission Viejo	45,278
Ralphs	26911 Trabuco Road	Mission Viejo	24,526
Ralphs	25104 Marguerite Parkway	Mission Viejo	40,000
Trader Joe's	25410 Marguerite Parkway	Mission Viejo	9,500
Albertsons	25872 Muirlands Boulevard	Mission Viejo	38,982
Trader Joe's	24321 Avenida de la Carlota	Laguna Hills	10,100
Ralphs*	23716 El Toro Road	Lake Forest	55,000
Albertsons	24251 Muirlands Boulevard	Lake Forest	39,212
Vons	24270 El Toro Road	Laguna Hills	39,000
Stater Bros	24336 El Toro Road	Laguna Hills	38,020
Fresh & Easy*	23719 Moulton Parkway	Laguna Hills	10,000
Ralphs*	6300 Irvine Boulevard	Irvine	54,000
Trader Joe's*	6222 Irvine Blvd	Irvine	12,273
Zion Market***	4800 Irvine Boulevard	Irvine	40,000
Albertsons	14201 Jeffrey Road	Irvine	52,700
Subtotal			682,703
GRAND TOTAL			931,148

Source: TNDG; CoStar Group.

Notes: *Store opened in 2007; **Square feet of store is divided evenly between the PMA and SMA; ***Store replaced former Vons store in November 2007.

III-B. IMPACT OF PROPOSED PROJECT

It is TNDG's conclusion that the proposed project's grocery sales will not have significant negative impacts on existing supermarkets in the trade area. The analysis supporting this conclusion is summarized below.

Project Description: For purposes of this analysis, it is assumed that the proposed expansion would include a 41,283 square foot expansion of the existing Wal-Mart store devoted to grocery sales. TNDG projects that the added supermarket space would generate similar sales levels, on a per square foot basis, as the national average for the supermarket components of Wal-Mart Supercenters. Based on the size and configuration of the proposed expansion, TNDG projects that the grocery component of the Supercenter would generate sales of approximately \$710 per square foot of building space or total grocery sales of approximately \$29.3 million.⁸

Evaluation of Existing Grocery Market: By evaluating the trade area demographic characteristics and the typical portion of household income spent on supermarket goods, TNDG estimates that the current sales potential (year 2007) for existing supermarkets within the PMA is \$617 per square foot. Within the SMA, the potential supermarket sales volume is currently \$600 per square foot. In comparison, the median sales performance for supermarkets in the Western U.S. is approximately \$460 per square foot.⁹

Projected Growth in Grocery Demand: By 2009, the sales potential for existing supermarkets within the PMA and SMA is projected to reach \$628 and \$629 per square foot, respectively.

Conclusion. As discussed above, the current average sales volume of the existing stores is estimated to be significantly higher than the industry median (for supermarkets in the Western U.S.) of about \$460, suggesting that the existing stores are – on average – performing very strongly. Thus, it is likely that an expansion of the existing Wal-Mart would result in reduced sales volumes at the existing stores. Assuming the supermarket component of the Wal-Mart Supercenter expansion opens in 2009, a significant portion of its initial sales would be derived from sales diversions from existing stores in the PMA. TNDG projects that, with the completion of the supermarket expansion in 2009, the sales volumes at the existing supermarkets in the PMA would decrease to an average of \$545 per square foot.¹⁰ By 2012, TNDG projects that there would be sufficient demand to support average sales volumes at the existing stores in the PMA of \$565 per square foot (in 2007 dollars), or about 91% of the current average.

III-C. CUMULATIVE IMPACTS OF SUPERMARKET PROJECTS PLANNED IN THE FOOTHILL RANCH TRADE AREA

Whereas the above section summarizes impacts related just to the proposed Wal-Mart expansion, this section evaluates the cumulative impacts to the market based on all known

⁸ Based on data from Progressive Grocer's 2006 Super 50 publication, the national average sales volumes for Wal-Mart grocery space is \$841 per square foot of sales area. Consistent with the floor plan for the proposed project, TNDG has assumed that the sales area is equal to 84.5% of the gross building space. Thus, the sales volume for the gross building area is estimated at \$710 per square foot (\$841 X 84.5%).

⁹ According to the 2006 edition of the Urban Land Institute's (ULI) Dollars & Cents of Shopping Centers, the median sales volume for supermarkets in the Western United States in 2004 was \$458.41. The national median in 2004 was \$349.41 per square foot.

¹⁰ The proposed Wal-Mart expansion is only projected to capture a limited amount of grocery demand from the SMA (see Section IV-F). Moreover, Wal-Mart's limited sales impact on the SMA would be more than offset by projected population growth. Thus, projected 2009 potential sales volumes (post Wal-Mart) in the SMA would actually be higher than existing (2007) estimates.

pending supermarket projects (including the proposed expansion evaluated in this analysis) in the retail trade area.

There is only one other known planned and/or pending supermarket project in the trade area considered in this analysis.¹¹ As explained above, this potential supermarket, if developed, will essentially replace the closed Vons store on El Toro Boulevard in Lake Forest. Given that this potential supermarket store would be located directly on the PMA/SMA boundary, this analysis allocates 50% of the potential store's competitive space in the PMA and the remaining 50% in the SMA.

The cumulative impacts analysis follows the same approach as described in III-B above. After the proposed Wal-Mart expansion and the opening of a potential new store at the former Vons site, TNDG projects that sales volumes at existing supermarkets would decrease to an average of \$510 and \$602 per square foot (in today's dollars) in the PMA and SMA, respectively. While the combined projects would result in a sustained reduction in the existing supermarkets' sales potentials in the PMA and SMA, the existing stores' sales volumes would still be well over the regional norm of \$460 per square foot, suggesting that the impact would not be severe enough to result in the closure of existing stores

III-D. SUMMARY OF CONSERVATIVE ASSUMPTIONS USED IN THIS ANALYSIS

The final estimates of impacts to existing supermarkets described above in the previous two sections are based partly on two assumptions that TNDG believes is very conservative. We have used these analytically conservative assumptions in order to err on the side of overestimating rather than underestimating potential impacts of the proposed project expansion. In actuality, the sales impacts to existing supermarkets in the Primary and Secondary Market Areas may be significantly less than indicated in this report.

"Unadjusted" Population Growth – The household forecasts used in this analysis are based on official demographic forecasts provided by the Southern California Association of Governments (SCAG). These forecasts show the PMA adding approximately 620 households between 2007 and 2012, equating to an annual growth rate of 0.9%. This is probably an overly conservative forecast given that the City of Lake Forest, as part of a comprehensive planning process, is considering re-zoning nearly 800 acres of undeveloped land in the PMA currently zoned for commercial and industrial uses for residential uses.¹² This plan – "The Lake Forest Opportunities Study" – would potentially allow for the construction of more than 5,000 new homes. If this plan is approved, the new households – which are not accounted for in adopted SCAG forecasts – would represent a significant source of additional market support for supermarket sales in the PMA.

Inclusion of Convenience-Oriented Markets – The inventory of existing supermarkets includes convenience-oriented grocers such as Trader Joe's, Tesco's Fresh & Easy Market, and Irvine Ranch Market. In many respects, these types of stores, given their size (ranging from 9,500 to 17,000 square feet) and focus on convenience, are not direct competitors with full-scale supermarkets, which are often upwards of 50,000 square feet and carry a wider range of grocery items. Given that the model used in this analysis is intended to evaluate demand for

¹¹ For information on planned/pending supermarket projects, TNDG contacted the following Cities (located or partially located in the Foothill Ranch Trade Area): Aliso Viejo, Irvine, Laguna Hills, Laguna Woods, Lake Forest, Mission Viejo and Rancho Santa Margarita.

¹² The City initiated this comprehensive planning process after Orange County residents, in a 2004 countywide election, voted to prevent future aviation uses on the former El Toro Marine Corps Air Station, allowing for current aviation-related land use restrictions in this area of Lake Forest to be lifted.

the supermarket category (see Section IV-B and Appendix A for further detail), we have potentially underestimated residual demand for supermarket sales by including convenience-oriented grocers in the competitive square feet of supermarket space.

IV. RETAIL DEMAND ANALYSIS METHODOLOGY

This section examines potential retail demand for supermarket sale in the market area that would be served by the proposed Wal-Mart expansion.

IV-A. MARKET AREA BOUNDARIES

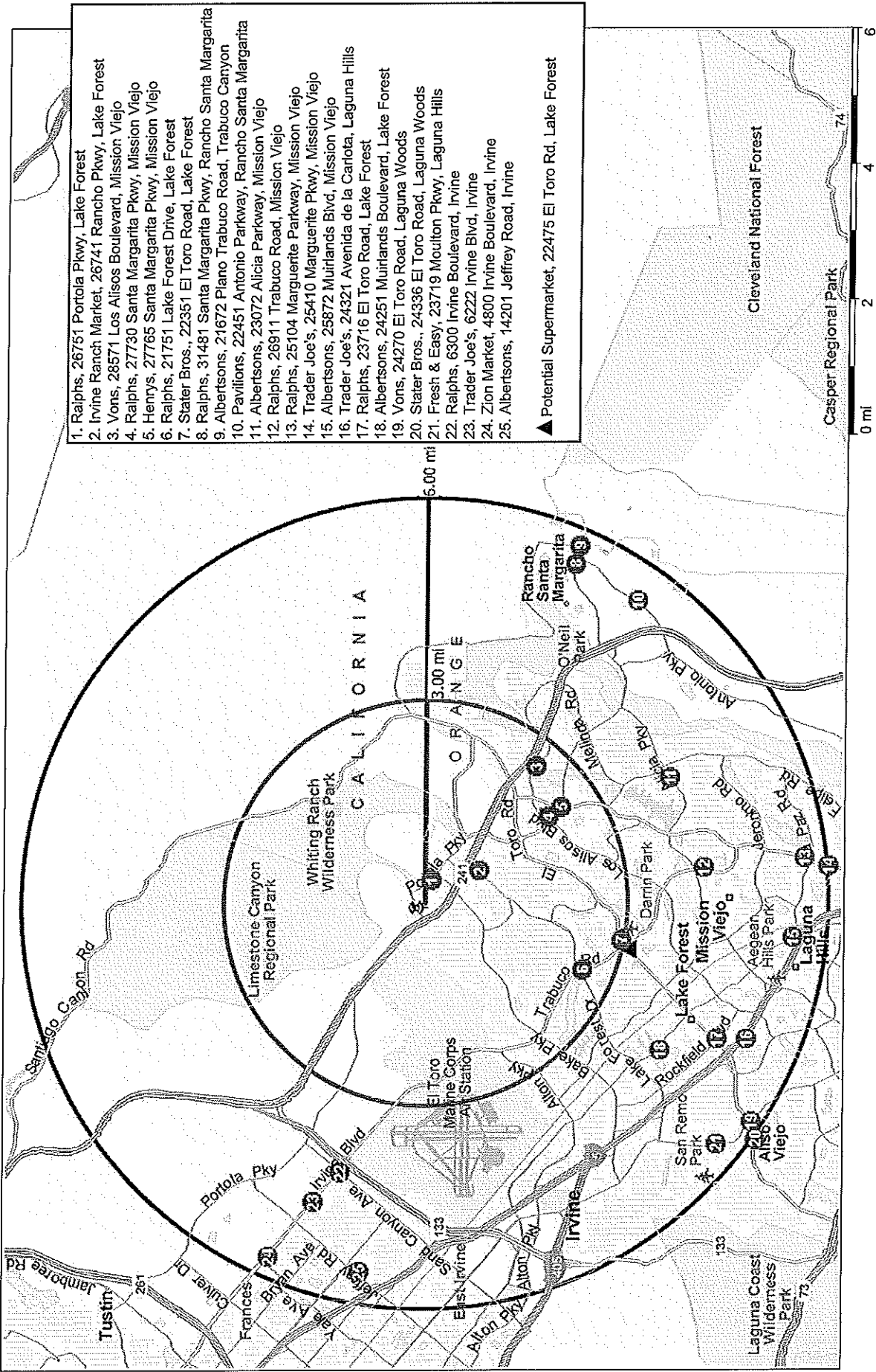
Although a stand-alone supermarket would typically have a primary trade area of 3 miles or less, the proposed project would create a "supercenter" (combining a general merchandise store with a full-scale supermarket) and would therefore be expected to draw consumers from a larger trade area. For purposes of this study, the market area boundaries have been defined in terms of two radii:

1. Primary Market Area (PMA): a 3-mile radius around the project site, corresponding to the typical trade area for a supermarket or neighborhood shopping center; and
2. Secondary Market Area (SMA): a 6-mile radius around the project site, excluding the inner radius of the PMA (i.e., the SMA is the outer 3-6 mile "donut"), corresponding to the trade area for a community-scale shopping center.¹³

The PMA and SMA boundaries are shown in Figure IV-1 on the following page. The entire market area (i.e., Primary and Secondary Market Areas combined) is referred to as the Foothill Ranch Trade Area (FRTA).

¹³ According to the Shopping Center Definitions published by the International Council of Shopping Centers (ICSC), the primary trade area for a typical grocery-anchored community center between 100,000 and 350,000 square feet is 3-6 miles.

Figure IV-1: Foothill Ranch Trade Area



IV-B. HOUSEHOLDS AND INCOME LEVELS

The number of households in the FRTA is projected as follows:

**Table IV-1:
Household Projections by Year
Foothill Ranch Trade Area**

Market Area	Projected 2007 Households	Projected 2009 Households	Projected 2010 Households	Projected 2011 Households	Projected 2012 Households
PMA	22,334	22,738	22,942	23,149	23,357
SMA	63,430	66,511	68,107	69,742	71,416
Total	85,764	89,249	91,049	92,891	94,773

Source: Claritas; SCAG; TNDG

The above projections assume the following growth between 2007 and 2012:

PMA – 0.9%
SMA – 2.4%

Average household income levels in the FRTA are estimated as follows.

**Table IV-2:
Average Household Income
Foothill Ranch Trade Area**

Market Area	2007 HH Income
PMA	\$106,337
SMA	\$100,065

Source: Claritas, TNDG

The indicated estimates of household income were obtained from Claritas, a national demographic research services firm. The analysis conservatively assumes that the average household income levels in the trade area will remain constant in real dollar terms.

IV-C. FOOD SALES DEMAND

Household and income characteristics are the primary determinants of the potential dollars available for purchases of goods and services in the market area. The analysis assumes that trade area residents will, on average, spend **8.0%** of their income on food purchases. This factor is based on an analysis of existing taxable sales data and household income characteristics in the FRTA (see Appendix A for explanation on how this factor was derived).

**Table IV-3:
Income and Food Sales Demand
Foothill Ranch Trade Area
In thousands of 2007 constant dollars**

Market Area	2007	2009	2010	2011	2012
PMA	\$2,374,931	\$2,417,872	\$2,439,633	\$2,461,589	\$2,483,744
SMA	\$6,347,123	\$6,655,441	\$6,815,171	\$6,978,735	\$7,146,225
Total Income	\$8,722,054	\$9,073,312	\$9,254,804	\$9,440,325	\$9,629,969
PMA	\$189,994	\$193,430	\$195,171	\$196,927	\$198,699
SMA	\$507,770	\$532,435	\$545,214	\$558,299	\$571,698
Total Food Demand	\$697,764	\$725,865	\$740,384	\$755,226	\$770,397

Source: TNDG

IV-D. SUPERMARKET SALES DEMAND

The analysis assumes that trade area residents will, on average, make approximately **80.7%** of their total food store purchases in supermarkets (see Appendix A for an explanation on how this factor was derived). The total demand for supermarket sales is projected as follows in Table IV-4.

**Table IV-4:
Total Demand for Supermarket Sales
Foothill Ranch Trade Area
in thousands of 2007 constant dollars**

Market Area	2007	2009	2010	2011	2012
Potential Food Sales					
PMA	\$189,994	\$193,430	\$195,171	\$196,927	\$198,699
SMA	\$507,770	\$532,435	\$545,214	\$558,299	\$571,698
Total	\$697,764	\$725,865	\$740,384	\$755,226	\$770,397
Potential Supermarket Sales (@ 80.7% of total Food Sales)					
PMA	\$153,326	\$156,098	\$157,503	\$158,920	\$160,350
SMA	\$409,770	\$429,675	\$439,987	\$450,547	\$461,360
Total Food	\$563,096	\$585,773	\$597,490	\$609,467	\$621,711

Source: TNDG

IV-E. EXISTING SUPERMARKET SALES POTENTIAL

Based on the demand estimates for supermarket sales as shown in Table IV-4 above, and the existing square feet of supermarket space in the trade area (see Table III-1 on page 7), the potential sales per square foot for existing supermarkets is projected as follows in Table IV-5.

**Table IV-5:
Existing Supermarkets' Sales Potential
Foothill Ranch Trade Area**

Market Area	2007	2009	2010	2011	2012
Potential Supermarket Demand (\$000s)					
PMA	\$153,326	\$156,098	\$157,503	\$158,920	\$160,350
SMA	\$409,770	\$429,675	\$439,987	\$450,547	\$461,360
Existing Supermarket Space (Square Feet)					
PMA	248,445	248,445	248,445	248,445	248,445
SMA	682,703	682,703	682,703	682,703	682,703
Potential Sales per Sq. Ft.					
PMA	\$617	\$628	\$634	\$640	\$645
SMA	\$600	\$629	\$644	\$660	\$676

Source: TNDG

IV-F. CAPTURE RATE ANALYSIS

The PMA's capture rate of resident demand in the supermarket category (i.e., the portion of resident demand that could potentially be retained in within the area) is projected at 100%. The PMA is also expected to capture 2% of SMA demand for supermarket sales (see Table IV-6 below). Normally, a PMA would not expect to capture Food demand from outside its boundaries (since consumers typically purchase groceries in close proximity to their homes). However, the projected 2% capture of SMA demand reflects the synergies associated with the proposed Wal-Mart Supercenter. In particular, it is assumed that some SMA residents coming to make general merchandise purchases at the store will also make grocery purchases. This 2% capture rate of SMA Food demand is assumed to begin in 2009 – the anticipated opening date of the proposed expansion.

**Table IV-6:
Capture Rates of Primary and Secondary Market Area Demand
Foothill Ranch Trade Area**

Market Area	2007	2009	2010	2011	2012
PMA	100%	100%	100%	100%	100%
SMA	0%	2%	2%	2%	2%

Source: TNDG

IV-G. POTENTIAL SUPERMARKET SALES VOLUMES

Based on the capture rates shown above, For the PMA, the potential sales volumes are slightly higher than the existing sales estimates (shown in Table IV-5) because the PMA is projected to capture 100% of its resident demand in addition to 2% of the resident demand in the PMA. Conversely, for the SMA, the potential sales volumes are slightly lower than the existing sales estimates (shown in Table IV-5) because the PMA is projected to capture 2% of the SMA's resident demand.

**Table IV-7:
Potential Capture of Market Area Demand
Foothill Ranch Trade Area
In thousands of 2007 constant dollars**

Market Area	2007	2009	2010	2011	2012
PMA	\$153,326	\$164,691	\$166,302	\$167,931	\$169,578
SMA	\$409,770	\$421,082	\$431,188	\$441,536	\$452,133

Source: TNDG

IV-H. POTENTIAL SALES IMPACTS TO EXISTING SUPERMARKETS

Table IV-8 below provides the final estimates of sales impacts to existing supermarkets in the FRTA as a result of the Wal-Mart expansion.

**Table IV-8:
Potential Sales Impacts to Existing Supermarkets
Foothill Ranch Trade Area**

Market Area	2007	2009	2010	2011	2012
Projected Wal-Mart Sales (\$000s) (1)	N/A	\$29,330	\$29,330	\$29,330	\$29,330
<i>Remaining Sales, post Wal-Mart (\$000s) (2)</i>					
PMA	\$153,326	\$135,361	\$136,973	\$138,601	\$140,248
SMA	\$409,770	\$421,082	\$431,188	\$441,536	\$452,133
<i>Existing Store Sales Absorbed by Wal-Mart (\$000s) (3)</i>					
PMA	\$0	\$20,736	\$20,530	\$20,319	\$20,103
SMA	\$0	\$8,594	\$8,800	\$9,011	\$9,227
<i>Post Wal-Mart Sales per Sq. Ft., Existing Stores (4)</i>					
PMA	\$617	\$545	\$551	\$558	\$565
SMA	\$600	\$617	\$632	\$647	\$662

Source: TNDG

The sales impacts are derived as follows:

- 1. Projected Wal-Mart Sales (\$000s)** – derived by TNDG based on sales performance data from Progressive Grocer's *Super 50* publication.
- 2. Remaining Sales, post Wal-Mart (\$000s)** – equal to projected Wal-Mart grocery sales (#1) subtracted from projected captured demand (as show in Table IV-7).
- 3. Existing Store Sales Absorbed by Wal-Mart** – equal to remaining sales, post Wal-Mart (#2) subtracted from potential supermarket demand prior to Wal-Mart expansion (Table IV-5).
- 4. Post Wal-Mart Sales per Square Foot, Existing Stores** – equal to remaining sales, post Wal-Mart (#2) divided by existing square feet of supermarket space (Table IV-5).

IV-I. CUMULATIVE IMPACTS

Table IV-9 provides an estimate of the cumulative impacts to the market based on all known pending supermarket projects (including the proposed expansion evaluated in this analysis) in the FRTA. As shown in the table, there is one potential planned supermarket located at the intersection of Rockfield Boulevard and El Toro Road in the City of Lake Forest. Given that this potential supermarket store would be located directly on the PMA/SMA boundary, this analysis allocates 50% of the potential store's competitive space in the PMA and the remaining 50% in the SMA.

**Table IV-9:
Potential Sales Impacts to Existing Markets – Cumulative Analysis
Foothill Ranch Trade Area**

Market Area	2009	2010	2011	2012
Remaining Sales, post Wal-Mart (\$000s)				
PMA	\$135,361	\$136,973	\$138,601	\$140,248
SMA	\$421,082	\$431,188	\$441,536	\$452,133
Existing Square Feet				
PMA	248,445	248,445	248,445	248,445
SMA	682,703	682,703	682,703	682,703
Planned Supermarket Sq. Ft.				
PMA	17,000	0	0	0
SMA	17,000	0	0	0
Existing + Planned Sq. Ft.				
PMA	265,445	265,445	265,445	265,445
SMA	699,703	699,703	699,703	699,703
Sales per Sq. Ft., Existing + Planned Supermarkets				
PMA	\$510	\$516	\$522	\$528
SMA	\$602	\$616	\$631	\$646

Source: TNDG

**APPENDIX A:
DERIVATION OF GROCERY DEMAND FACTORS**

Table A-1, on page A-4, shows the steps used to derive the following factors in the grocery demand model: 1) percent of total food sales in supermarkets and 2) percent of household income spent on food sales (the italicized bold entries in the table). All of the taxable sales data for Orange County and the City of Lake Forest are provided by the BOE and are for the full year 2005.¹⁴

Row 1 – Taxable Food Sales are broken down by the share spent in Supermarkets vs. Other food stores, as reported by the BOE.¹⁵

Row 2 – Taxable Retail Sales are the total retail sales in 2005 in the two trade areas.

Row 3 – Food Sales Adjustment Factors are factors used to translate total taxable food sales (reported by the BOE) into total food sales. For example, in the case of supermarkets, it is estimated that taxable sales represent approximately 20% of total store sales. Thus, a factor of 5.0 is utilized to convert supermarket taxable sales into total supermarket sales. The sales conversion factors were derived by TNDG based on data provided by the BOE and selected grocery store chains.

Row 4 – Total Food Sales is estimated by multiplying taxable food sales (Row 1) by the food sales adjustment factors (Row 3).

Row 5 – Total Retail Sales is the sum of the total non-food retail sales (Row 1 subtracted from Row 2) and the estimated total food sales (Row 4).

Row 6 – Food Sales as % of Total is calculated by dividing the estimated total food sales (Row 4) by the total retail sales (Row 5). This percentage is broken down between supermarkets vs. other food stores in the two trade areas.

Row 7 – Supermarkets as % of Total Food is the percent of total food sales that are generated by supermarkets. This factor is calculated from taking the ratio of supermarket sales to total food sales (see Row 4). In estimating potential demand for supermarket sales in the trade area, we have used the countywide factor of 80.7%. It is appropriate to use this factor from the larger County geography, given that it is derived from a larger sample of stores. At the city level, this factor is based on a much smaller sample of stores, and reflects the unique mix of supermarkets and other food stores in that particular city. For example, any one individual city may have an unusually strong concentration of other food stores, which would skew the factor downward, given that a disproportionate share of total food purchases would likely be made at other food stores. However, the County level provides a large enough area so that we get a representative sample of supermarkets vs. other food stores.

Row 8 – 2005 Average Household Income provides the 2005 average household income of households in the two trade areas, as reported by Claritas.

Row 9 – 2005 Households provides the number of households in 2005 in the two trade areas, as reported by Claritas.

¹⁴ The most recent full year taxable sales data available for the City of Lake Forest and Orange County.

¹⁵ For the City of Lake Forest, these share factors were based on aggregate sales data for the five supermarkets in Lake Forest, which were provided by the BOE.

Row 10 – 2005 Aggregate Income is calculated by multiplying the 2005 average household income (Row 8) by the total number of households in 2005 (Row 9).

Row 11 – Food Sales as % of Aggregate Income is calculated by dividing total food sales (Row 4) by the 2005 aggregate income (Row 10). For estimating potential demand for supermarket sales in the trade area, we have used the Lake Forest factor of 8.0%. It is appropriate to use this factor from the City, given that it more accurately reflects the trade area's average household income characteristics.

**Table A-1
DERIVATION OF GROCERY DEMAND FACTORS
ORANGE COUNTY AND CITY OF LAKE FOREST**

<u>Row #</u>	<u>BOE Data for 2005</u>	<u>Orange County</u>	<u>Lake Forest</u>
(1)	Taxable Food Sales (000s)	\$1,716,228	\$51,875
	-- Supermarket Share @	65% \$1,108,321	53% \$27,647
	-- Other Food Store Share @	35% \$607,907	47% \$24,228
(2)	Taxable Retail Sales (000s)	\$37,672,834	\$885,136
(3)	Food Sales Adjustment Factors:		
	-- Supermarkets	5.00	5.00
	-- Other	2.18	2.86
	-- Total	4.00	4.00
(4)	Total Food Sales (000s)		
	-- Supermarkets	\$5,541,605	\$138,237
	-- Other	\$1,323,307	\$69,264
	-- Total	\$6,864,912	\$207,500
(5)	Total Retail Sales (000s)	\$42,821,518	\$1,040,761
(6)	Food Sales as % of Total		
	-- Supermarkets	12.9%	13.3%
	-- Other	3.1%	6.7%
	-- Total	16.0%	19.9%
(7)	Supermarkets as % of Total Food:	80.7%	66.6%
(8)	2005 Avg HH Income	\$87,797	\$92,760
(9)	2005 Households	972,116	19,866
(10)	2005 Aggregate Income (000s)	\$85,349,020	\$1,842,802
(11)	Food Sales as % of Aggregate Income:		
	-- Supermarkets	6.5%	7.5%
	-- Other	1.6%	3.8%
	-- Total	8.0%	11.3%

Source: California State Board of Equalization (BOE); Claritas; TNDG



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



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

February 26, 2009

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

Subject: The Commons at Quartz Hill
SCH#: 2007061059

Dear Jocelyn Swain:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 23, 2009. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

- The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007061059) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures

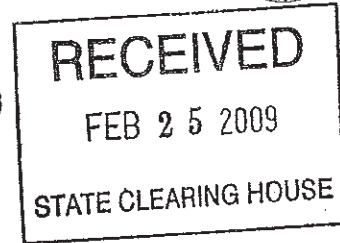
cc: Resources Agency

100-1



NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



Clear
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late
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February 17, 2009

Ms. Jocelyn Swain, City Planner
CITY OF LANCASTER
44933 Fern Avenue
Lancaster, CA 93536

Re: SCH#2007061059; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the The Commons at Quartz Hill Project; located in the City of Lancaster; Los Angeles County, California

Dear Ms. Swain:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines. Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov. The record search will determine:

- If a part of the entire APE has been previously surveyed for cultural resources.
▪ If any known cultural resources have already been recorded in 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 measurers 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.

√ The Native American Heritage Commission (NAHC) performed:

* A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified within one-half mile of the 'area of potential effect' (APE).. However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list and the there are Native American cultural resources in close proximity..

- The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.
▪ √ 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.
▪ Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

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▪ 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 or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

√ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

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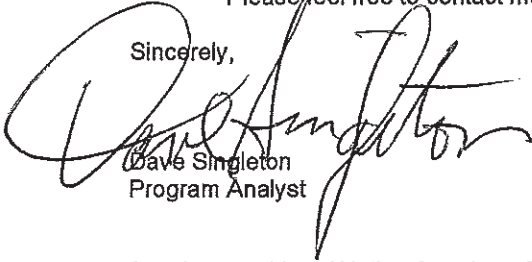
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Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse



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



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

February 24, 2009

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

Subject: The Commons at Quartz Hill
SCH#: 2007061059

Dear Jocelyn Swain:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 23, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

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

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

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

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency



101-1

**Document Details Report
State Clearinghouse Data Base**

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

Type EIR Draft EIR
Description The proposed project consists of a general plan amendment and zone change to redesignate the project site from UR to Commercial and to rezone the project site from R-7,000 and R-10,000 to commercial planned development. Development on the project site would include approximately 344,550 square feet of commercial retail and restaurant facilities. The two anchor tenants would be located on the west side of the project site with loading docks located in the back of each building. Pad buildings would be located along the perimeter of the project site. The only known tenant at this time is a Walmart Supercenter.

Lead Agency Contact

Name Jocelyn Swain
Agency City of Lancaster Planning Department
Phone (661) 723-6249 **Fax**
email
Address 44933 Fern Avenue
City Lancaster **State** CA **Zip** 93534

Project Location

County Los Angeles
City Lancaster
Region
Lat / Long
Cross Streets 60th Street West and Avenue L
Parcel No. 3204-008-14, 19, 24, 32, 34-41
Township 7N **Range** 13W **Section** 27 **Base** SBBM

101-2

Proximity to:

Highways
Airports
Railways
Waterways
Schools Quartz Hill HS
Land Use Z: R-7,000 and R-10,000 (single family 7,000 & 10,000 sf lots.)
 GP: Urban Residential (UR)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Water Supply

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

Date Received 01/09/2009 **Start of Review** 01/09/2009 **End of Review** 02/23/2009

Ms. Jocelyn Swain
February 19, 2009
Page 2

If you would like to discuss this matter further, please contact me at (818) 717-6617.

Sincerely,



Ken Chiang
Senior Hazardous Substances Scientist
Brownfields and Environmental Restoration

cc: State Clearinghouse (State.clearinghouse@opr.ca.gov)
Office of Planning and Research

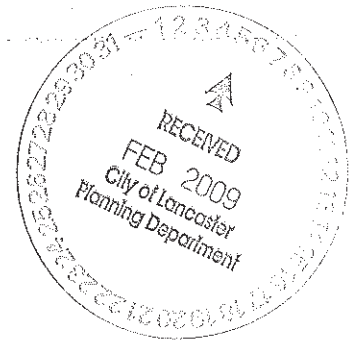
Mr. Guenther W. Moskat (Gmoskat@dtsc.ca.gov)
CEQA Tracking Center – Sacramento HQ

School Reading File – Chatsworth (cwherry@dtsc.ca.gov)

CEQA Reading File – Chatsworth

DATE 2-2-09

TO:
Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM:

JEFFREY & TAMARA SALO
6529 W. AVE L-4
LANCASTER, CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A1-1

I AM CONCERNED FOR A NUMBER OF REASONS:

A1-2

1: CRIME IN AREA DUE TO 24 HOUR OPERATION

2: SELLING CIGARETTES, ALCOHOL ETC ACROSS THE STREET FROM A HIGH SCHOOL

A1-3

3: TRAFFIC CONGESTION

A1-4

4: ALREADY ENOUGH "SUPER STORES" AND HOME IMPROVEMENT STORES

A1-5

IN THE AV.

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

DATE January 30, 2009

TO:
Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM: Tamara Wiggins
1452 W Avenue H14
Lancaster Ca. 93534

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A2-1

We do not need anymore Super Centers
in the valley. Just how many Walmarts
do we need. The traffic at the High
School is already bad. The area is still
rural and it would be nice if it could
stay that way. The Antelope Valley was a great

A2-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

little town until greed made it a big town
with crime and Section 8.

Date 2/8/2009

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:
Jim Fields
5814 W. Columbia Way
Quartz Hill, CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A3-1

While great care was shown in assessing the impact to the cultural environment of the Native Americans who no longer occupy the Antelope Valley, which is appreciated and necessary, this EIR failed to analyze the impact to the "Native Americans" present today who are the ones that dwell daily at the High School located directly across the street.

A3-2

Quartz Hill High School is a historical resource as per the definition in Definition of Impacts. It is important for scientific, historical and religious reasons to cultures, communities, groups, or individuals and also is important in the traditions of a society.

Please see attached Addendum A.

Signature: *Jim Fields*

2/8/2009

Opposition to Draft EIR

Addendum A

5.2 Definition of Impacts states:

The CEQA requires consideration of project impacts on archeological or historical sites deemed to be historical resources. If the project will cause a substantial adverse change in the characteristics of a resource that convey its significance or justify or justify its eligibility for inclusion in the California Register, or a local register, either through demolition, destruction, relocation, alteration or other means, then the project is judged to have a significant effect on the environment according to the CEQA guidelines (Title 14, California Code of Regulations [CCR], Chapter 3).

Historical resources are places or objects that are important for scientific, historical and religious reasons to cultures, communities, groups, or individuals. Historical resources may include archeological sites, architectural remains, and other artifacts that provide evidence of past human activity. Historical resources can also include places of importance in the traditions of a society. To determine impacts to historical resources, it is necessary to assess the significance of resources and the effects of the project on their significance. The significance of resources in the project area is based on their importance to scientific-historic research, their importance to Native Americans, and their educational and community value for the general public.

Section 15064.5 of the CEQA guidelines pertains to the determination of the significance of impacts to archeological and historic resources. Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation.

Direct impacts may occur by:

- * Physically damaging, destroying, or altering all or part of the resource;
- * Altering characteristics of the surrounding environment that contribute to the resources significance;
- * Neglecting the resource to the extent that it deteriorates or is destroyed; or
- * The incidental discovery of cultural resources without proper notification.

A3-3



Indirect impacts primarily result from the effects of project-induced population growth. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources. Due to their nature, indirect impacts are much harder to assess and quantify.

Facts about Quartz Hill High School:

Quartz Hill High School is a public, co-educational high school previously located in Quartz Hill, California. Founded in 1964, it is the third oldest comprehensive high school in the Antelope Valley Union High School District. Quartz Hill High School is consistently ranked as the top school in its district and one of the top schools in the state according to the Academic Performance Index. Quartz Hill High School is one of 65 high schools in California to offer the International Baccalaureate (IB) Diploma Program, which began at the school in 1998. Advanced Placement (AP) classes are also available in nearly all academic departments. Quartz Hill High School is the only school in the district to have a student receive a perfect score on the SATs.

The impact on the learning environment and the very rural country lifestyle that Quartz Hill High School enjoys has to be fully investigated and considered before any meaningful EIR can be produced.

I don't believe that Quartz Hill High can continue to thrive and succeed in the level of quality education described here with the distraction and terrible influences that this project would bring to the immediate neighborhood and that these influences could not help but spew onto the Quartz Hill High School campus.

Jim Fields
Quartz Hill Resident



Date 2/8/2009

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org

FROM: Tammany K. Fields
5814 W. Columbia Way
Quartz Hill, CA 93536
661-943-1199



City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A4-1

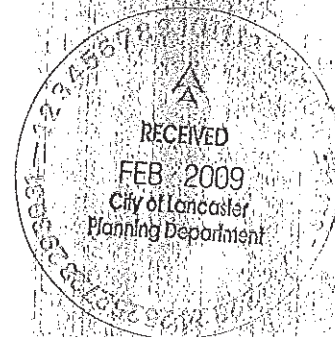
~~I don't agree with the traffic study and the impact it will have to the schools nor the homes around the proposed sites at 60th Street West and Avenue L, the Super Walmart and Target as well as several other buildings for retail and fast food. The proposed Walmart Supercenter would consist of all appurtenant structures and facilities and would offer general retail merchandise and groceries, including, alcohol for off-site consumption, pool chemicals, petroleum products, pesticides, and paint products. The proposed Walmart Supercenter store may include a pharmacy, a vision care center, a food service center, a photo studio, a photo finishing center, a banking center, an arcade, a garden center, outdoor sale facilities, outside container storage facilities, and roof top proprietary satellite communication facilities, and is proposed to operate 24 hours per day all bringing high traffic, congestion, noise and blight.~~

A4-2

Signature:

DATE: 2-09-09

TO:
 Jocelyn Swain, Associate Planner, Environmental
 City of Lancaster
 Planning Department
 44933 Fern Avenue
 Lancaster, California 93534
 Phone 661 723-6249
 Fax 661 723-5926
 E-Mail: JSwain@CityofLancasterca.org



FROM:

Bob Lea14582 W. L-10Quartz HillCa. 935-36 (661) 943-5182

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A5-1

My concerns about your commercial re-zoning in your EIR report at 60th Street W and Ave. K Lancaster. According to the 2005 water management plan for the A.E., we have enough water supplies to meet increasing demands on new projects through 2030, that report is out of date and should be reevaluated, under the current zoning & plan 192 residential would create demands of 54,332 gallons per day, whereas the proposed project would demand

A5-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

56,785 gallons per day. And with the pumping curtailments in the Sacramento Delta, How can you say we have enough water for this project or any other?

DATE

2-8-09

TO:

Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM:

Theresa Lea
4582 W. L-10
Quartz Hill, Ca 93536
661-943-5182

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A6-1

I have many concerns about these Superstores: Selling alcohol and tobacco so close to a school (school's) traffic is already horrible in those areas. water pressure is already a concern with all of the housing in the area, trash and pollution. I am of the opinion that most of these Superstores - Devistate communities as far as other commerce and they do not produce livable wage jobs.

A6-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

Stores like this not only create, but perpetuate a welfare state and the only people that benefit are the CEO'S and politicians!

DATE *February 9, 09*

TO:

Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org

FROM:

Natalie Armstrong
43507 Hampton St.
Lancaster, Ca 93536

City of Lancaster,

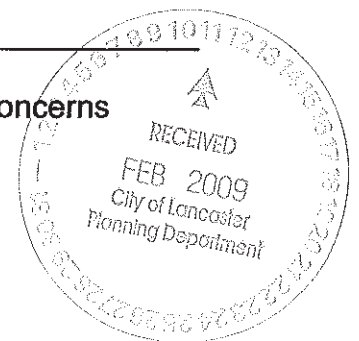
I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A7-1

This will be absolutely ~~h~~ heinous!

A7-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.



Date 2/12/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancafterca.org



FROM: Mr. Mrs. Reginald: Swain Alvarez
43003 Tilling Str.
Quartz Hill, Ca. 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A8-1

Series of horizontal lines provided for the recipient to list their concerns.

Signature: Reginald Alvarez

DATE 2/11/09

TO:
Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM:  Scott Francis
7319 Ridge View Dr.
Lancaster, CA 93536

Scott Francis

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A9-1

Quartz Hill is the Jewel of the Valley,
Known for its QUIET RURAL
Lifestyle. I live less than 1 mile from
the proposed sites of the Target & Walmart
and I LOVE the quietness of my neighborhood.
PLEASE DO NOT LET THIS GO THROUGH!

A9-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made

Listen to your public. We dont want it.
For God's sake we have enough
Walmarts + Targets and we dont mind
the extra drive. Keep them out. PLEASE!!!

DATE 2/14/09

TO:
Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM:

ANN WRIGHT
43102 59th St. W
LANC. (QTZ. HILL), CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A10-1

It seems obvious to me the proximity to the high school of these projects is a potential disaster. The temptation for the students and the increase in traffic at an already difficult intersection should give one pause.

A10-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

*Not to mention the destruction of the beauty of the countryside.
Thank you
Ann Wright*

Date 2-15-09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM:

MICHAEL BEATTY
5235 W. L-6
QUARTZ HILL CA.

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A11-1

TRAFFIC AND POLLICING CONCERNS ARE OF GREAT CONCERN.
I BELIEVE THAT THE PROPOSED BUSINESSES WILL BE A MAGNET FOR
HIGH SCHOOL STUDENTS TO HANG OUT, CAUSING SAFETY ISSUES NOT
ONLY IN THE STORES, BUT THE PARKING LOT AS WELL. DAY WALKING
ACROSS 60TH ST. WILL BE INCREASED SUBSTANTIALLY FROM PRESENT
LEVELS.

A11-2

STUDENTS WILL PROBABLY PARK CARS ON STORE PROPERTY, CAUSING
LIABILITY ISSUES.

A11-3

I HAVE SEVERAL FRIENDS WHO ARE IN BUSINESS IN Q.H., THESE
PROPOSED, LARGE STORES & CENTERS WILL PROBABLY KILL MOST OF THE
SMALL BUSINESSES ON 60TH ST. WEST., CAUSING ANOTHER BLIGHT IN
THE A.V.

A11-4

Signature: Michael R B

Date 2-16-09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancaesterca.org



FROM:
Robert & Maria Barker
6311 Sandstone Ct.
Lancaster CA.

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A12-1

I am sending this with strong opposition to the proposed building of Target/Wal-Mart-Lowes etc. in our area. My wife and I moved from Lancaster to get away from this very thing. Our previous neighborhood was fine and then the building of Wal-Mart. Loitering, our neighborhood being used for a pass through crime went up. The Sheriff can't handle what they have up here. How many Wal-Marts & Supercenters are needed in this valley! This is a perfect example of the city & its greedy ways trying to harm in our others expense. No matter if it ruins their living environment. When election time comes I know who I voted for. My votes will not be cast for those people again. The only people who benefit by these projects seems to be the Lane family & the city - Count my wife & I out - No Wal-Mart Target, Lowes in our area!

A12-2

Signature: Robert Barker
Robert Barker

Date 2/16/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org



FROM:

STANLEY BRUGH
PO BOX 843
LAKE HUGHES, CA 93532-0843

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A13-1

Series of horizontal lines for handwritten input.

Signature:

[Handwritten signature]

Date 2/20/09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM: Marilee Bishop
43421 Bale Ct
Lancaster CA
93535

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A14-1

concerned about traffic.

A14-2

Signature: Marilee Bishop

Date 2/20/09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM: Erin Burks
45125 N 30th St E#35
Lancaster, Ca 93535

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A15-1

Why? Do we need another Walmart? I understand new jobs. We have enough of them.

By it don't you think people need help here? Why ~~don't you~~ take one of these BIG EMPTY Buildings & make a homeless center. The city is letting all them come to town. So help them out.

You could make a second hand Store in the buildings & make them help to earn their keep. The money can go to support the cost of the building.

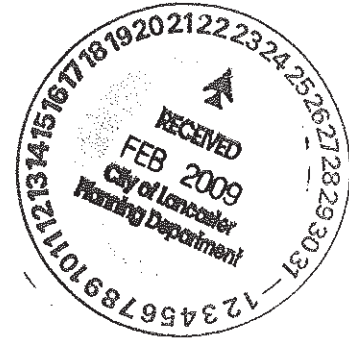
A15-2

we
Think about the people!
What a concept!

Signature: Erin Burks

Date 2/20/09

TO: Jocelyn Swain, Associate Planner, Environmental
 City of Lancaster
 Planning Department
 44933 Fern Avenue
 Lancaster, California 93534
 Phone: 661-723-6249
 Fax: 661-723-5926
 Email: jswain@cityoflancafterca.org



FROM:

Kevin Chandler
4854 West Ave L-4
Lancaster CA.
93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A16-1

LETS KEEP CURRENT LAND ZONING IN WEST LANCASTER AS IT WAS INTENDED! I Have Lived In This Lancaster/Quartz Hill Area For 35 Years, My Oldest Daughter IS A Former Student At Q.H.H.S. My Youngest Will Attend This School Soon, I Can't Imagine 1 Super Center, Next To A High School, Let Alone 2! The Traffic In This Area IS Absolutely Horrendous In This Area Of West Lancaster In The Morning And Afternoon. There IS Already A Shortage Of Parking At The High School And Pick-Ups/Drop-offs Of Students Are A Nightmare!

A16-2

No More Walmarts Please! We Have A Eastside And Westside Walmart Already, These Minimum Wage Super Centers Drag Down The Communities Around Them With Blight And Crime. We Need Industry And Technology Jobs That Pay A Living Wage. Please Don't Give In To "Big Box" Investors

A16-3

- Thank You

Signature: Kevin Chandler

Date 2-20-09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM:

Koki Cook
44836 N. Lancaster Ave
Lancaster, Ca
93534

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A17-1

Series of horizontal lines for listing concerns.

Signature: Koki Cook

Date 2-20-09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM: JoAnn Correll
P.O. Box 2706
Lancaster, CA
93539

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A18-1

Signature: JoAnn Correll

Date 02/20/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancafterca.org



FROM:

Misty Edwards
2206 West Ave M4
Palmdale Ca 93551

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A19-1

The increase in crime is a concern in this
community.

A19-2

Signature: Misty Edwards

Date 2/22/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org



FROM:

WILLIAM & NADINE FORD
42011 SUMMER LAKE
LANCASTER CA 93534-3787

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A20-1

- 1) INCREASE TRAFFIC - SURVEY WAS NOT MADE AT PEAK TRAFFIC HOURS
- 2) CRIME INCREASE - WE KNOW IT HAS HAPPENED BOTH AT VALLEY CENTER WAY AND EAST SIDE WALMART
- 3) WATER SHORTAGE - WE HAVE BEEN ASKED TO CUT OUR USE. THESE STORES WOULD MAKE SHORTAGE WORSE
- 4) DRAINAGE, RUNOFF AND SHADING - HASN'T GOTTEN ANY BETTER IN QUARTZ HILL AND THIS MANY STORES WILL INCREASE PROBLEMS
- 5) DECLINE OF QUARTZ HILL BUSINESSES, POSSIBLE CLOSURE OF EXISTING STORES AT QH PLAZA AND ALBERTSONS CENTER AT 50TH ST WEST & AVE N
- 6) AV HAS 4 WALMARTS - HOW MANY IS ENOUGH? WE ALREADY HAVE NUMEROUS EMPTY STORES IN THE AREA
- 7) HEALTH OF SCHOOL KIDS AND SAFETY
- 8) POLLUTION AIR, NOISE, TRASH LIGHTING

A20-2

A20-3

A20-4

A20-5

A20-6

A20-7

A20-8

A20-9

Signature: William Ford
Nadine Ford

DATE 2/23/09

TO:
Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM:

Channa Gardner
42846 59th St W
Lancaster CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A21-1

See attached

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Ave L(NW and SE corners) and 60th Street W and Ave K (NW corner). I have read the Draft EIR(s)either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns for my community below. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A21-2

I live directly across the street from both of the shopping centers to be at 60th W and Ave L. We moved to this area to be away from the busy congested crime areas of Lancaster. Here are my concerns as well as many other residents:

1.INCREASE TRAFFIC in and around my neighborhood. There is a proposal to put a traffic light at the entrance of our housing track which will cross to the entrance of the shopping center. This will invite people to drive into our neighborhood trying to get out of the shopping center. The entrance to our neighborhood is also the exit. so people will be driving around trying to find a way out.We already have people driving fast through our residential neighborhood so this increases chances of accidents and our children playing to get hit by a car or kidnapped. Who is going to be responsible when any of these things happen?? What is going to be done to stop increase traffic?

A21-3

2.INCREASE CRIME in our area. Walmart is open 24 hors. What majority of people are up past midnight? CRIMINALS or people up to no good. This will increase vandalism, theft, rape, etc. Need I say more. Who is going to be responsible? Who is going to make sure we have enough law enforcement to handle these crimes? Better yet, Who is going to prevent them from happening in the first place.

A21-4

3.SAFETY OF OUR CHILDREN. We have a High School directly across the street. We have many kids that walk to and from school. We have many new drivers at the High School. This increases chances of kids being injured or even killed by an automobile. These kids are just learning how to drive and this increase their chances of having an accident. This also gives kidnappers and rapists more temptation and opportunities. Who is going to be responsible and what is going to be done to prevent this from happening?

A21-5

4.INCREASE TRASH. With more people comes more trash. People walking from the shopping center especially the teenagers that come from the High School across the street will drop their empty food containers or whatever else they don't want to carry after they buy from the stores or fast food places onto the streets. I don't want to clean up after other people. So how are you going to make sure our streets and neighborhood stay clean all the time like it is now?

A21-6

5.INCREASE PROPERTY TAXES. Are they going to increase? If so why should I pay for something I don't even want here? I can barely pay for my property taxes now. Times are hard.

A21-7

6.INCREASE NOISE. We live right off the streets at the corner of both shopping centers so we will have to listen to cars, loud music and loud people all night long. We don't have that now because there is nothing to do over here that late except watch High School Football Games, which we enjoy. We won't be able to keep our windows open on those clear warm nights. What is going to be done to reduce noise?

A21-8

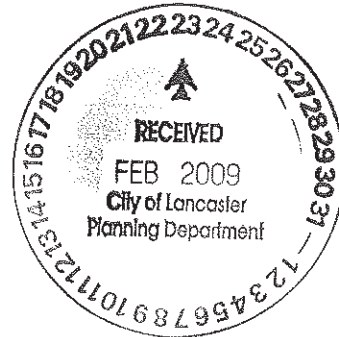
Thank you for hearing my concerns and I will be waiting for your answers. Even though the best answer is NOT to approve this project. We have plenty of Walmarts and stores in Lancaster, which many are going out of business as it is. that brings up another issue of the many small businesses in Quartz Hill that will be affected and may go out of business.

A21-9

Channa Gardner
42846 59th St. W
Lancaster, CA. 93536

DATE 2/22/09

TO:
Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM: JEFF GARDNER
42846 59TH WEST
LANCASTER, CA. 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A22-1

1. ALL ROADS LEADING TO AND FROM ARE SINGLE LANE, TRAFFIC IS ALREADY BAD. HOW WILL THAT BE FIXED,

A22-2

2. THEIR WILL BE AN INCREASE IN CRIME. NEXT TO QUARTZ HILL HIGH SCHOOL, SUNDOWN, AND JOE WALKER. KIDS THAT WALK TO SCHOOL WILL BE IN MORE DANGER,

A22-3

3. FROM 60TH WEST AND AVE. L THEIR ARE ALREADY 4 WALMARTS WITHIN A 1 1/2 MILES TO MANY ALREADY.

A22-4

4. MOST OF THE RESIDENTS MOVED OUT HERE TO BE IN A SAFE ENVIRONMENT AWAY FROM THE BUSINESSES. I LIVE HERE FOR THE RURAL ATMOSPHERE.

A22-5

5. THEIR ALREADY IS A WATER SHORTAGE,

A22-6

6. RESIDENTS WILL NO LONGER BE ABLE TO ENJOY QUIET PEACEFUL NIGHTS,

A22-7

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

DATE

TO:
 Jocelyn Swain, Associate Planner, Environmental
 City of Lancaster
 Planning Department
 44933 Fern Avenue
 Lancaster, California 93534
 Phone 661 723-6249
 Fax 661 723-5926
 E-Mail: JSwain@CityofLancasterca.org



FROM: JEFF GARDNER
42846 59TH WEST
LANCASTER, CA. 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A23-1

1. ALL ROADS LEADING TO AND FROM ARE SINGLE LANE, TRAFFIC IS ALREADY BAD. HOW WILL THAT BE FIXED,

A23-2

2. THEIR WILL BE AN INCREASE IN CRIME. NEXT TO QUARTZ HILL HIGH SCHOOL, SUNDOWN, AND JOE WALKER. KIDS THAT WALK TO SCHOOL WILL BE IN MORE DANGER,

A23-3

3. FROM 60TH WEST AND AVE. L THEIR ARE ALREADY 4 WALMARTS WITHIN 1 1/2 MILES. TO MANY ALREADY.

A23-4

4. MOST OF THE RESIDENTS MOVED OUT HERE TO BE IN A SAFE ENVIRONMENT AWAY FROM THE BUSINESSES. I LIVE HERE FOR THE RURAL ATMOSPHERE.

A23-5

5. THEIR ALREADY IS A WATER SHORTAGE,

A23-6

6. RESIDENTS WILL NO LONGER BE ABLE TO ENJOY QUIET PEACEFUL NIGHTS,

A23-7

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

DATE 23 Feb 09

TO: Jocelyn Swain, Associate Planner, Environmental City of Lancaster Planning Department 44933 Fern Avenue Lancaster, California 93534 Phone 661 723-6249 Fax 661 723-5926 E-Mail: JSwain@CityofLancasterca.org



FROM: NEIDI GESIRJECH 14355 Joshua Tree Dr. Elizabeth Lake, CA 93532 661-810-3442

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A24-1

I am very concerned about the developments near Quartz Hill High School at 60th St. West of Avenue L. My daughter attends school there, and parents do not want large commercial developments directly across from the school creating more traffic hazards. Please leave Quartz Hill rural! We have plenty of Walmarts in the A.V., but we are losing our

A24-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

Rural areas. I don't mind driving to Palmdale or Lancaster to shop, do it all of the time. Please keep the streets and areas around Q.H.H.S. rural. Please do not change the zoning in this AREA. Thank you

Date 2-20-09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM: Jamie Gilbreath
44159 Dahlia St
Lancaster CA 93535

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A25-1

too many already

A25-2

Signature:

Jamie Gilbreath

Date 2/20/09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM:
SOFIA GONZALEZ
44427 PALM USTA AVE
LANCASTER, CA 93531

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A26-1

will be more traffic - Do not need
more stores built

A26-2

Signature: [Handwritten Signature]

Date 2/19/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:

Rachel Guzman
44263 Suncroft Ave
Lancaster CA 93535

661-609 0134

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A27-1

We have enough Wal-marts in the Antelope Valley
and empty buildings! I personally do not
want Lancaster & Palmdale to become like
the San Fernando Valley (Crowded)!!!

A27-2

Signature: Rachel Guzman

Date 2-20-09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:
Sharon Guzman
44263 Sancroft Ave
Lancaster CA 93535
661 609 0172

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A28-1

Series of horizontal lines for writing concerns.

Signature: *Sharon Guzman*

Date 2/20/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM: Michelle Hart
6563 Lacombe Pl.
Lancaster CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A29-1

Series of horizontal lines for listing concerns.

Signature: Michelle Hart

Date 2/20/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:
JAMARA Moberly
43945 Fern Way
LANCASTER, CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A30-1

Series of horizontal lines for writing concerns.

Signature: Jamara Moberly

Date 2/20/09.



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM:
Erica Marrayo
262 E. Ave P2
Palmdale, CA 93550.

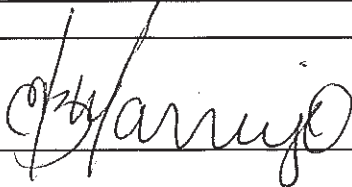
City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A31-1

too many Walmarts and empty stores in
the Antelope Valley.

A31-2

Signature: 

Date 2-20-09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM:
Jennifer Powers
5202 WEST AVE. L-4
LANCASTER, CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A32-1

Multiple horizontal lines for writing concerns.

Signature: Jennifer Powers

Date 2-20-09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:
Joyce Roldan
5309 Sunburst Dr.
Palmdale CA 93552

City of Lancaster,

I am writing this notice of refutation to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A33-1

PLEASE address TRAFFIC, INCREASED crime, water usage

A33-2

Signature: Joyce Roldan

Date 2.20.09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM: Dallas Sanchez
4309 Sungate Dr.
Palmdale, CA 93551

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A34-1

Traffic will increase. Safety for students at nearby schools. We don't need another Walmart or Target, there are plenty around.

A34-2

Multiple horizontal lines for additional text or comments.

Signature: 

Date 2/20/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:

Jamara SPEIGHT
43654 21st St. West
Lancaster, CA. 93534

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A35-1

Series of horizontal lines for listing concerns.

Signature: Jamara Speight

Date 12/17/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:

Bryan Thrasher
Ashley Ford
Jean & Andy Alcala
Dave & Karen Thrasher

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A36-1

WE feel that the Environmental impacts would be dramatic to these areas and I feel that it would effect the wild life population and have deadly consequences.

A36-2

Signature: [Handwritten Signature]

Date 2/20/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:
Diana L. Wallied
P.O. Box 323
Lake Hughes Ca 93532

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A37-1

Traffic increase

Noise increase

Crime increase

Environmental issues (water, waste etc.)

A37-2

Signature: Diana L Wallied

Date 2/20/09

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflanasterca.org



FROM:
Susan Whitton
4526 W. Ave L-12
Quartz Hill, CA
93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A38-1

Too much traffic, crime, flooding in area.

A38-2

Signature: _____

Susan Whitton

DATE

TO:
Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone 661 723-6249
Fax 661 723-5926
E-Mail: JSwain@CityofLancasterca.org



FROM: David Wright
43102 59th St. W.
Quartz Hill, Ca. 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th Street W and Avenue L (NW and SE corners) and 60th Street W and Avenue K (NW corner). I have read the Draft EIR(s) either in its entirety or on a specific topic and disagree with some or all of its data collected. In response to the reports I have listed the concerns I have for my community below.. Further, I request that my concerns be addressed prior to a decision being made to approve of this re-zoning.

A39-1

Quartz Hill has long been the jewel of
the Antelope Valley. The land is open, the views
unobstructed, the pace calm and uncluttered.
These shopping centers will destroy our way of life.
We don't want them, and we don't NEED them! All
of these stores can be reached elsewhere in minutes.

A39-2

I intend to be present of the 18th of February 2009 and would like these concerns answered prior to any decisions being made.

Sincerely,
David Wright
Teacher, QHHS

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org



FROM:

DEREK BOUNIDS
5613 West M-4
Quartz Hill CA
93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A40-1

1) Where is the impact of jobs lost. Do 10 stores and businesses closing, full time jobs with benefits and medical ins.

A40-2

2) Where is there any data about CAR VERSUS KIDS? Since there will be a lot of kids cutting across parking lots

A40-3

3) Noise? Your data shows the impact of increased car noise 1.8 d.B. BUT does not include delivery TRUCK noise which is claiming to be 71-75 db. at 50 feet?

A40-4

Signature: Derek Bounids

TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org



FROM:
SHARRON EBERHARDT
5601 WEST AVE M4
QUARTZ HILL, CA 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A41-1

TRAFFIC INCREASE - IS there a separate route for trucks? Or are they allowed on all streets. How can it be minimal impact with the increase of traffic needed to justify building stores that need sales levels way above current use.

A41-2

Impact on local SM BUSINESS - WHAT happens to support sm business?

A41-3

ROADS ACROSS FROM SCHOOL -

HOUSES BUILT IN SM. RETIREMENT COMMUNITY - impact on home values go way down. Everyone of us that bought in neighborhood for our way of living now have to sell.

A41-4

Signature: _____

Date 2-16-09



TO: Jocelyn Swain, Associate Planner, Environmental
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, California 93534
Phone: 661-723-6249
Fax: 661-723-5926
Email: jswain@cityoflancasterca.org

FROM:
Raymund & Ginger Jacinto
43360 Hampton St.
Lancaster, CA. 93536

City of Lancaster,

I am writing this notice of refute to oppose the commercial re-zoning of three (3) projects at the locations of 60th Street West and Avenue L (NW and SE corners) and 60th Street West and Avenue K (NW corner). I have read the Draft Environmental Impact Report (s) either in its entirety or on a specific topic and I disagree with some or all of the data collected. In response to these reports I have listed my concerns below. Further, I request that my concerns be addressed prior to a decision being made to approve of the re-zoning in these areas.

A42-1

My family just moved in at the end of Summer 2008 here close to Ave. K & both St. W. in hopes to get away from crime and rude Section 8 family homes that disturbs the peace ~~but~~ literally changing the way we live. Eastside Lancaster is NOT a place for me to raise my kids anymore so that's why I made a drastic move to the far west of Lancaster. When I grew up I always thought that Quartz Hill area ~~was~~ was a great nice rural community where alot of upper middle class people lived. I want to keep it that way. If I see a Walmart in this part of town then I might as well move back to the Eastside of Lancaster. We already have 5 Walmarts! Why do we need another one when its only a few miles away.

A42-2

Signature: Raymund Jacinto

Name Robert H. Graham

Address 42010 67th. st. w.

apt. b. Quartz Hill Ca. 93536

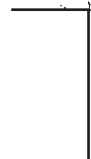
Date 1/30/2009

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.



B1-1

my personal comments Walmart is not wanted,



B1-2

Sincerely,

sign Robert H. Graham



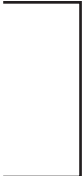
Name Deborah Clark
Address 42822 52nd St West
Quartz Hill Ca 93536
Date 2-6-08

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

Re: proposed developments at 60th West and L

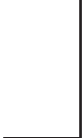
Dear Ms. Swain,

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.



B2-1

my personal comments To much traffic on L. I have
trouble all ready get out on to L.



B2-2

Sincerely,

sign Deborah Clark



Form Letter B3

Name John and Lillie Molloy

Address 42429 55th Street West

Quartz Hill, CA 93536

Date 02/07/2009

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.

B3-1

my personal comments This will impact the visual quality and neighborhood character, biological resources, historic resources, traffic and circulation.

B3-2

Also to include the water supply and drainage, air quality, neighboring properties, noise, light pollution and of course, public safety, among other things.

Sincerely,

sign

John Molloy
Lillie Molloy



Name ALBINO GARCIA

Address 43013 59TH ST. WEST

LANCASTER, CA 93536

Date 02-02-2009

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.

B4-1

my personal comments

I moved away from Los Angeles up to Lancaster to get away from the city life. Now I find out you are going to build a Walmart directly across from where I live. If and when it happens, I will start planning my exit out of here.

B4-2

Sincerely,

sign

Albino Garcia





Name Ed & Sandy Bales
Address 42622 Roadrunner Way
Lancaster, CA 93536
Date 2-17-09

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.

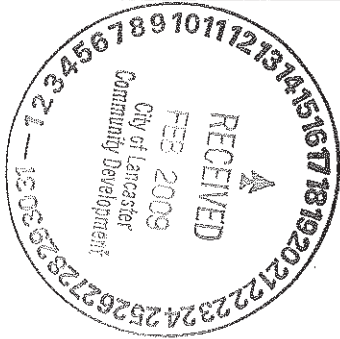
my personal comments this is a bad Idea, I hope you Find a better Location.
I truly believe that we have enough Walmart
and Target Stores in this Valley!

Sincerely,

sign Ed Bales Sandy Bales

B5-1

B5-2



Name April Burgis
Address 42635 Roadrunner Way
Lancaster, CA 93536
Date 2-17-09

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

Re: proposed developments at 60th West and L

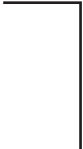
Dear Ms. Swain,

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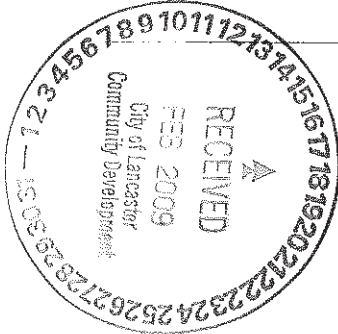
my personal comments _____

Sincerely,

sign April J. Burgis



B6-1



Name Gary Burgis
Address 42635 Roadrunner Way
Lancaster CA 93536
Date 2/17/09

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.

B7-1

my personal comments _____

Sincerely,

sign



Name Dustin Foster
Address 42631 Roadrunner Way
Lancaster CA
Date 2-17-09

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,

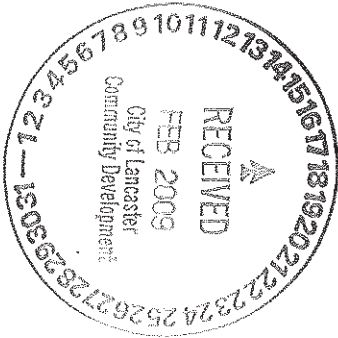
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B8-1

my personal comments _____

Sincerely,

sign Dustin Foster



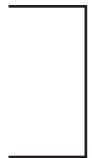
Name JUDY FOSTER
Address PO BOX 1326
LANCASTER, CA 93584
Date 2-17-09

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.

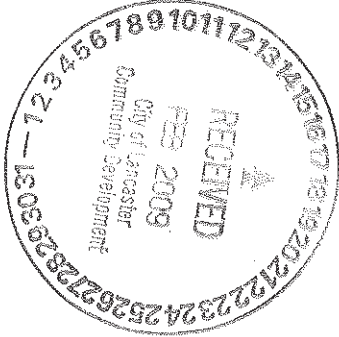


B9-1

my personal comments _____

Sincerely,

sign Judy Foster



Name Ron Foster
Address 42631 Roadrunner Way
Lancaster, CA
Date 18 Feb 09

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.

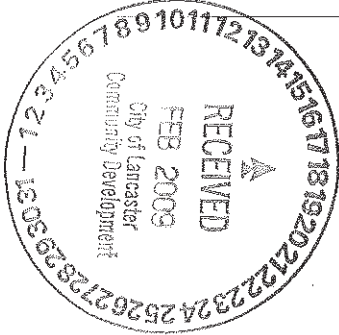
my personal comments No Water, Bad economy, Unemployed...

Sincerely,

sign *P. D. Swain*

B10-1

B10-2



Name FRANKLIN E. LEES
 Address 43216 41ST ST. WEST
LANCASTER, CA 93536
 Date FEB. 17, 2009

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,

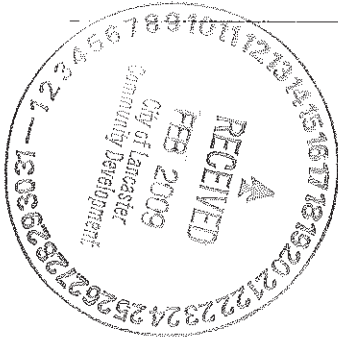
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my personal comments _____

Sincerely,

sign *Franklin E. Lees*

B11-1



Name Ann M. Pratt
Address 42423 Roadrunner Way
Lancaster, CA 93534
Date Feb. 18, 2009

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.

B12-1

my personal comments as underlined above. Also,
my concern is that Quartz Hill water is
already telling us how much water we're allotted.
This development will only take more of our water.

B12-2

Sincerely,

sign Ann M. Pratt



Name DAVID W. PRATT

Address 42623 ROADRUNNER way
LANCASTER, CA 93536

Date 2/18/09

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 THESE DEVELOPMENTS ARE
NOT NEEDED - WILL USE TOO MUCH
WATER

Sincerely,

sign

B13-1

B13-2



Name Carol Toepfer
Address 2804 W. Dartmouth Dr.
Lancaster, Ca 93536
Date 2-9-09

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

Re: proposed developments at 60th West and L.

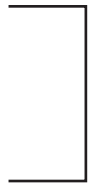
Dear Ms. Swain,

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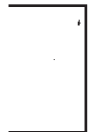
my personal comments Keep that area rural! We don't need
another Wal-mart in the valley.

Sincerely, CAROL TOEPFER
Carol Toepfer

sign



B14-1



B14-2



Name DAWN WHITE

Address 3536 W. AVE. J-14
LANCASTER, CA.

Date 2-18-09

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 The above paragraph says it all.
NOT next to a school. Very poor
planning.

B15-1

B15-2

Sincerely,

sign Dawn White



Name LESTER WHITE

Address 3536 W. AVE. J-14
LANCASTER, CA 93586

Date 2-17-09

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.

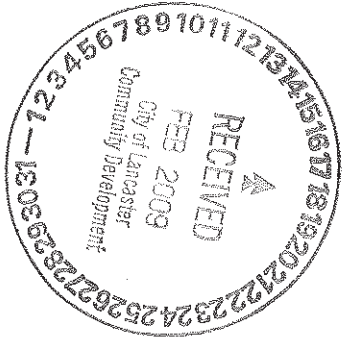
my personal comments 1 - WRONG PLACE TO DEVELOP SO NEAR TO A
SCHOOL AND ALREADY A HIGH TRAFFIC AREA. 2 - WE ALREADY
HAVE THREE WALMARTS AND TARGET STORES IN EASY DRIVING
DISTANCE OF THE AREA. LEAVE THE AREA WITH ITS RURAL ATMOSPHERE.

Sincerely,

sign Lester J White

B16-1

B16-2



Name MARK White

Address 42656 Roadrunner Wy.
Lancaster CA 93534

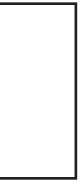
Date 2-18-09.

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.



B17-1

my personal comments _____

Sincerely,

sign Mark White



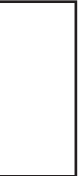
Name Mary White
Address 42656 Roadrunner Way
Lancaster CA. 93536
Date 2-18-09

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.



B18-1

my personal comments _____

Sincerely,

sign Mary White

Name Nicole Balok

Address 5819 w. Ave K13

Lancaster, CA 93536

Date 2-20-09

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.

B19-1

my personal comments I recently relocated to Edwards AFB and after researching all of my options of where to buy a home and raise my family I choose Quartz Hill. Not just the schools but the small town feel and security my family has here along with the quiet nature sounds at night and the incredible views of the stars is just some of what the supercenters will take away.

B19-2

Sincerely,

sign Nicole Balok

I will be forced to reconsider where I will raise my family if they are built.



Name Deborah Deskin

Address 42311 Camellia Drive

Quartz Hill, CA 93536

Date 02/19/2009

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.

B20-1

my personal comments Where did you get your statistics on the traffic at Ave L and 60th St West.

Please check your figures. Why doesn't the environmental impact study address where other hardware stores are in relation to the proposed hardware store in this area? Please have some research done on the potential for empty buildings due to inability to find businesses to lease these buildings?

B20-2

Sincerely,

sign *Deborah Deskin*



Name Virginia Orup
Address 42215 Runjelm Ave ⁰³
Lancaster Calif 93536
Date 2-10-09

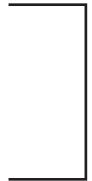
Attn: Jocelyn Swain, Assistant Planner - Environmental
Lancaster City Hall
44933 North Fern Avenue
Lancaster, CA 93534

Re: proposed developments at 60th West and L.

Dear Ms. Swain,

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my personal comments No way. don't need at a school.



B21-1



B21-2

Sincerely,

sign Virginia Orup



Name Sallie Keck
Address 43026 Lemerwood Dr.
Lancaster Ca 93536
Date Feb. 10 - 2009

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.



B22-1

my personal comments _____

Sincerely,

sign Sallie A. Keck



Name ANNETTE TRANE

Address S 819 WEST AVENUE K13
LANCASTER, CA. 93536

Date FEB. 19, 2009

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.

B23-1

my personal comments WOULD BE TO MENTION THE POLLUTION FACTORS, WITH THE ADDITIONAL TRAFFIC, WE WILL LOOSE THE PLEASURE OF HAVING CLEAN, CLEAR, AIR TO BREATHE! THAT MAKES LIVING HERE SUCH A BLESSING. AND, THE THOUGHT OF LOOSING OUR BEAUTIFUL, HISTORICAL RANCH, WOULD BE AN UNFORGIVEABLE ACT!!

B23-2

Sincerely,

sign Annette Trane



Name MAURINE TERBORCH
Address 42007 BINGSTEN #54-B
LANCASTER, CA 93536-1201
Date 2-10-09

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

Re: proposed developments at 60th West and L.

Dear Ms. Swain,

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my personal comments _____

Sincerely,

sign _____



B24-1



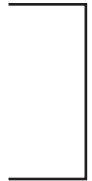
Name Grace Williams
Address 43355 Ringstem Ave
St 1 Lancaster Cal
Date Feb 10 2009

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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B25-1

my personal comments _____

Sincerely,

sign Grace Williams



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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

C1-1

A recent study conducted by Navigant Consulting shows that the average change in taxable retail sales from the year prior to opening a Walmart Supercenter to the year after the opening is \$79,010,000. Two years after the opening, taxable sales grew to \$128,866,000 on average. In Palmdale, taxable retail sales increased by \$128,742,000 after the first year. These figures support the DEIR finding that the proposed project would be consistent with the General Plan objective to maintain development patterns that contribute to net fiscal gains to the City.

C1-2

Thank you for taking this information into consideration.

Sincerely,

Priscilla Fulz

1126 W. NORBERRY ST

LANCASTER CA. 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:


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C2-1

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C2-2

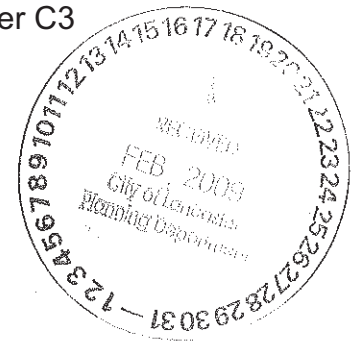
Thank you for taking this information into consideration.

Sincerely,


1314 E. ave J-3

Lancaster, Calif.

93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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C3-1

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C3-2

Thank you for taking this information into consideration.

Sincerely,

Dennis Marquez

1725 W Jenner St

Lancaster CA 93534

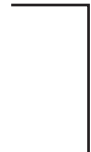


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

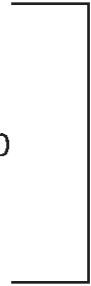
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C4-1

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C4-2

Thank you for taking this information into consideration.

Sincerely,

Lodamson

3152 Kildare

Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C5-1

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C5-2

Thank you for taking this information into consideration.

Sincerely,

Jessie Allen

3217 West Ki-4

Lancaster CA

93536

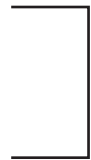


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

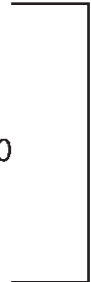
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C6-1

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C6-2

Thank you for taking this information into consideration.

Sincerely,

C. Mary Jones
30402 Greenbush Ave.
Palmdale CA 93550



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

C7-1

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C7-2

Thank you for taking this information into consideration.

Sincerely,

Demetrius

41048 Jonathon St

Lancaster CA 93536

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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C8-1

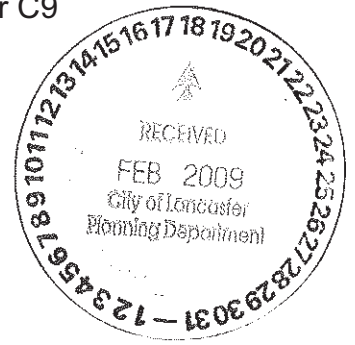
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C8-2

Thank you for taking this information into consideration.

Sincerely,

J/A A [Signature]
42954 PEARLWOOD DR
LANCASTER, CA. 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C9-1

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C9-2

Thank you for taking this information into consideration.

Sincerely,

43200 11th St W
Lancaster CA 93540



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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C10-1

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C10-2

Thank you for taking this information into consideration.

Sincerely,

Jocelyn Swain

44933 Fern Avenue

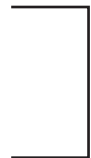


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

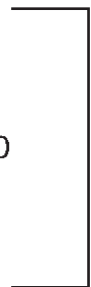
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C11-1

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C11-2

Thank you for taking this information into consideration.

Sincerely,

43528 Gadsden Ave 254
Lancaster CA



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C12-1

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C12-2

Thank you for taking this information into consideration.

Sincerely,

C. Dan Jones

213340 N. 7th ST EAST
93535

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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

C13-1

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C13-2

Thank you for taking this information into consideration.

Sincerely,

43400 Gadsden AVE 179
Lancaster CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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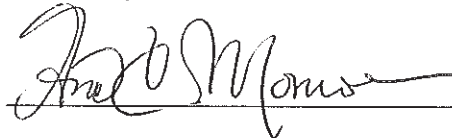
C14-1

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C14-2

Thank you for taking this information into consideration.

Sincerely,



44041 37th St W.
Lancaster, CA. 93536

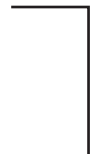


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

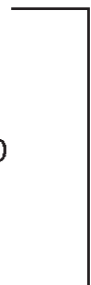
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C15-1

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C15-2

Thank you for taking this information into consideration.

Sincerely,

Cherrita Ford
44044 Eagle way
Apt #10
Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C16-1

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C16-2

Thank you for taking this information into consideration.

Sincerely,

Judy Marko
44221 Kingtree Ave
#233
Lancaster, Ca 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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C17-1

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C17-2

Thank you for taking this information into consideration.

Sincerely,

Jocelyn Swain
44321 Cedar Ave
Lancaster Ca 93534

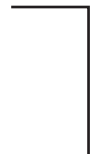


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

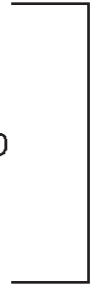
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C18-1

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C18-2

Thank you for taking this information into consideration.

Sincerely,

[Handwritten signature]

44135 11th St West

Lancaster, CA 93534

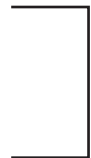


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

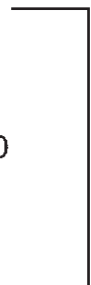
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C19-1

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C19-2

Thank you for taking this information into consideration.

Sincerely,

MARIO AYALCA
45117 REDWOOD AVE.
LANCASTER, CA. 93534
[Signature]

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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C20-1

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C20-2

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Sincerely,

Sody Casley
45413 Date Ave.
Lancaster, CA 93534

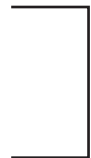


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

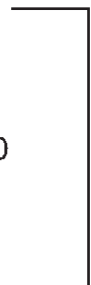
Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."



C21-1

A recent study conducted by Navigant Consulting shows that the average change in taxable retail sales from the year prior to opening a Walmart Supercenter to the year after the opening is \$79,010,000. Two years after the opening, taxable sales grew to \$128,866,000 on average. In Palmdale, taxable retail sales increased by \$128,742,000 after the first year. These figures support the DEIR finding that the proposed project would be consistent with the General Plan objective to maintain development patterns that contribute to net fiscal gains to the City.

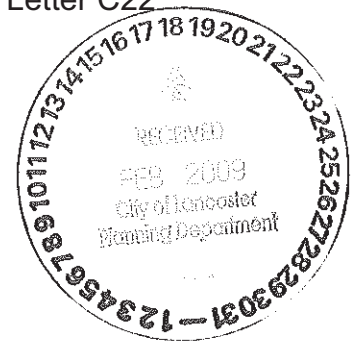


C21-2

Thank you for taking this information into consideration.

Sincerely,

Erica Valenguela
47525 5th west
Lancaster ca 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

C22-1

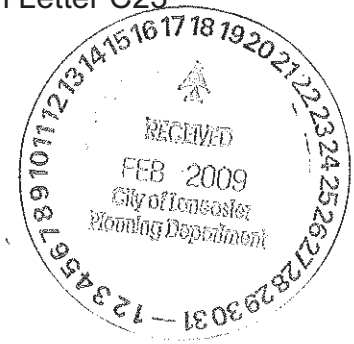
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C22-2

Thank you for taking this information into consideration.

Sincerely,

Jocelyn Swain
505 W. Ave H-13
Lancaster CA 93534

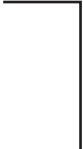


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C23-1


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C23-2

Thank you for taking this information into consideration.

Sincerely,



803 W Ave J #

Lancaster CA

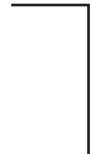


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

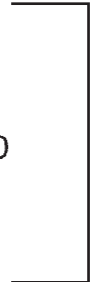
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C24-1

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C24-2

Thank you for taking this information into consideration.

Sincerely,

Justin Self

9037 E Ave E

Lancaster CA 93535

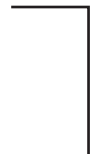


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

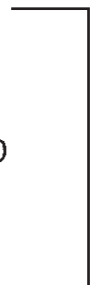
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C25-1

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C25-2

Thank you for taking this information into consideration.

Sincerely,

Allen Willy
45044 28th ST West
Lancaster, CA 93535

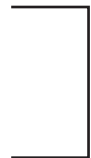


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

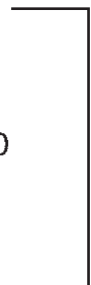
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C26-1

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C26-2

Thank you for taking this information into consideration.

Sincerely,

April R. Beach



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

C27-1

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C27-2

Thank you for taking this information into consideration.

Sincerely,

Ashlen Robinson

Ashlen Robinson

700 West Avenue I Apt 11264



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

C28-1

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C28-2

Thank you for taking this information into consideration.

Sincerely,

Barbara S. Maltonie
627 W Ave H-8
Lancaster

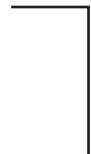


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

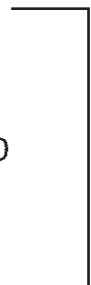
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C29-1

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C29-2

Thank you for taking this information into consideration.

Sincerely,

COwens

Lancaster

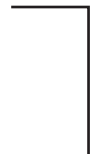
Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

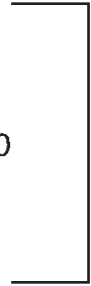
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C30-1

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C30-2

Thank you for taking this information into consideration.

Sincerely,

CHRIS JOHNSON

45900 BARHAM CT LANCASTER, 93534

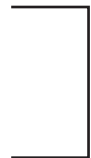


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

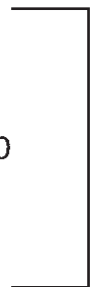
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C31-1

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C31-2

Thank you for taking this information into consideration.

Sincerely,

Danielle Cantero

Danielle Cantero

6117 W Ave K2

Lancaster CA 93536

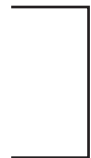


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

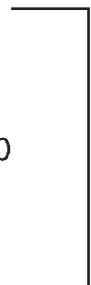
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C32-1

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C32-2

Thank you for taking this information into consideration.

Sincerely,

David R. Sinclair Jr.

42506 32nd St. West

Lancaster, CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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C33-2

Thank you for taking this information into consideration.

Sincerely,

Debra R. Brown
44744 20th St. West
Lancaster, CA 93534
DRB

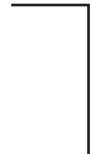
Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

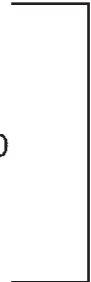
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C34-1

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C34-2

Thank you for taking this information into consideration.

Sincerely,

Denise R. Heck
3737 Balmain St.
Lancaster, CA. 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

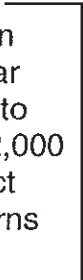
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C35-1

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C35-2

Thank you for taking this information into consideration.

Sincerely,

Lee Harrison
45050 Lorimer Ave
Lancaster, CA 93534

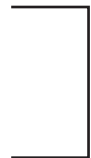


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

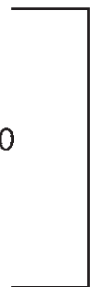
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C36-1

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C36-2

Thank you for taking this information into consideration.

Sincerely,

Margaret Terrill
Margaret Terrill
1552 E. Ave J2
Lancaster Ca 93535

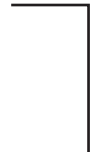


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

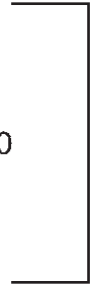
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C37-1

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C37-2

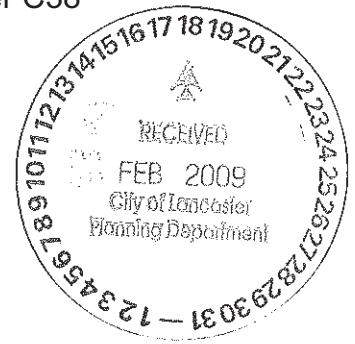
Thank you for taking this information into consideration.

Sincerely,

NICHOLAS GARCIA

44513 VALLEY CENTRAL WY

LN 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

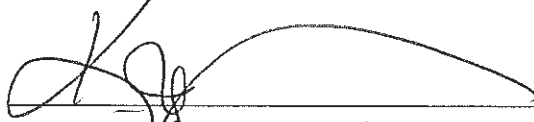
C38-1

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C38-2

Thank you for taking this information into consideration.

Sincerely,



P.O. Box 2853

Lancaster, CA

93537



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."



C39-1

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C39-2

Thank you for taking this information into consideration.

Sincerely,

Moniece Brown
803 W AVE JI
Lancaster CA
93534

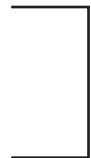
Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

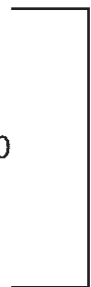
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C40-1

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C40-2

Thank you for taking this information into consideration.

Sincerely,

Tameka Cannon

Tameka Cannon

44138 N. Beech ave #5

Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

During this time of economic downturn, it is comforting to know that the Draft Environmental Impact Report (DEIR) has considered this project consistent with General Plan Objective 16.3: "Maintain development patterns and growth which contributes to, rather than detracts from net fiscal gains to the City."

C41-1

A recent study conducted by Navigant Consulting shows that the average change in taxable retail sales from the year prior to opening a Walmart Supercenter to the year after the opening is \$79,010,000. Two years after the opening, taxable sales grew to \$128,866,000 on average. In Palmdale, taxable retail sales increased by \$128,742,000 after the first year. These figures support the DEIR finding that the proposed project would be consistent with the General Plan objective to maintain development patterns that contribute to net fiscal gains to the City.

C41-2

Thank you for taking this information into consideration.

Sincerely,

Timothy Paez
2037 W. Milling St
Lancaster CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D1-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D1-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D1-3

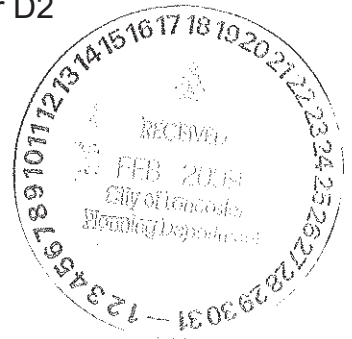
Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Brenda McEntee

1020 W. Ave G-8

Lancaster CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D2-1

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D2-2

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D2-3

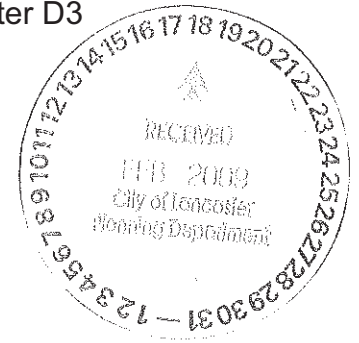
Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Mark A. Patton

1127 W. J-15

Lancaster, Ca 93534



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

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D3-1

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D3-2

The Draft EIR could have gone a step further to find that:

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D3-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

415 W. Ledferry
Lancaster CA 93534

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



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D4-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D4-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D4-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Maria Silva

 1358 Hopkins St

 Lancaster CA 93534



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

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D5-1

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D5-2

The Draft EIR could have gone a step further to find that:

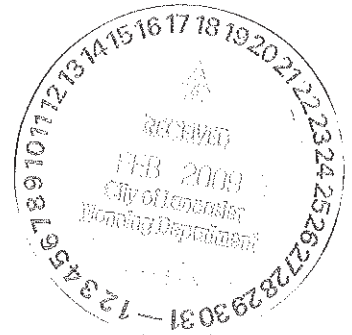
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D5-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Dravone Allen-Hunter
1501 W. ~~R~~ 15 St West #776
Lancaster, CA 93534



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

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D6-1

The Draft EIR appropriately makes the following findings:

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D6-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
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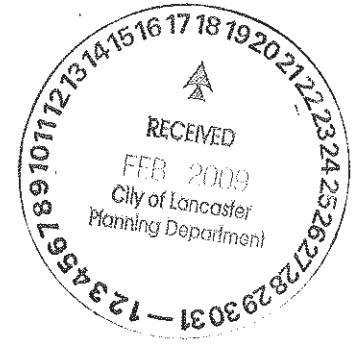
D6-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

1824 W. AVE K-11

LANCASTER, CA 93534



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

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Dear Jocelyn:

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D7-1

The Draft EIR appropriately makes the following findings:

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- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D7-2

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- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
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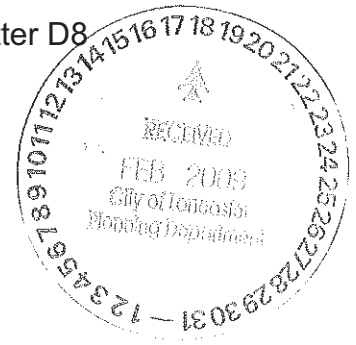
D7-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Vanessa Padgett

2842 West Ave K-8
#10 Lancaster CA.
93536



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

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Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D8-1

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D8-2

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D8-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

[Handwritten Signature]

300 W Ave 62

Lancaster, CA



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

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D9-1

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D9-2

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D9-3

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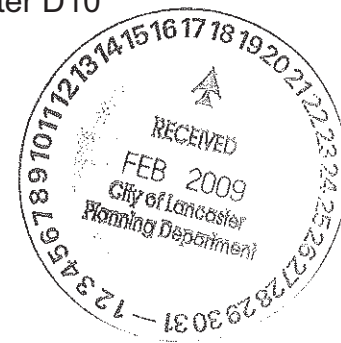
Sincerely,

Alan C. Moore

3004 W. Ave C-2

Lancaster, CA

93536



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

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The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D10-1

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D10-2

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D10-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Bobby Parks

3340 ARTHUR AVE

MOJAVE CA 93501



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

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D11-1

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D11-2

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D11-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Barce Harney
339 E Woodlark St
Lancaster Ca 93535



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

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D12-1

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D12-2

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D12-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Mauro Escalante
3709 W Ave K-10
Lancaster C.A
93534



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

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D13-1

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D13-2

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D13-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

April D. Casper
3623 W. Pondosa
Lancaster Ca 93536.



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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D14-1

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D14-2

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D14-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Lorelei Bernhardt

3622 Pondera

Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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D15-1

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D15-2

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D15-3

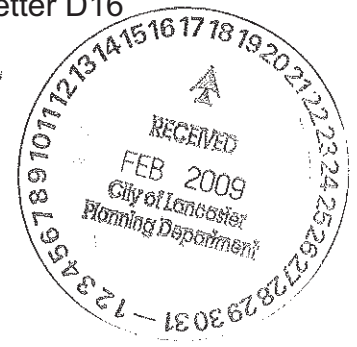
Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

3716 VIRED DR.

LANCASTER, CA

93534



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

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D16-1

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D16-2

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D16-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

41248 CRISP LANE

PALMDALE CA 93551



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

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D17-1

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D17-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

[Handwritten Signature]

 41934 ESTRELLA LN

 PALMDALE CA 93551

Right Down the Street



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D18-1

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D18-2

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D18-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Lydia Martinez
42435 Butterscotch Lane
Lancaster, CA 93536

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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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D19-1

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D19-2

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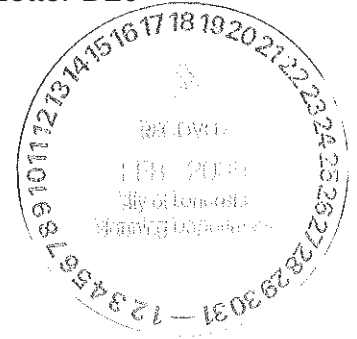
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D19-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Darlene S. Rogus
42936 Amoy St
Lancaster CA 93536
(661) 943-7928



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project’s consistency with the Regional Comprehensive Plan and Guide Policy 3.12: “SCAG shall 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.**”

D20-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D20-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D20-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Joanna Jimenez

43317 Gadsden Ave #547

Lancaster CA 92584

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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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D21-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D21-2

The Draft EIR could have gone a step further to find that:

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- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D21-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

43464 Walden Ave

Lancaster, CA 93534



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

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D22-1

The Draft EIR appropriately makes the following findings:

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- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D22-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D22-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Joseph C. Hevariza
4343732nd St. N&T
Lancaster, CA. 93536



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

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Dear Jocelyn:

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D23-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D23-2

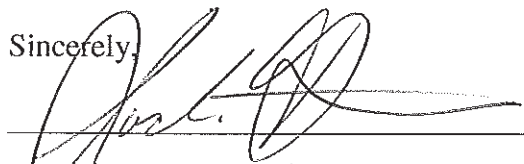
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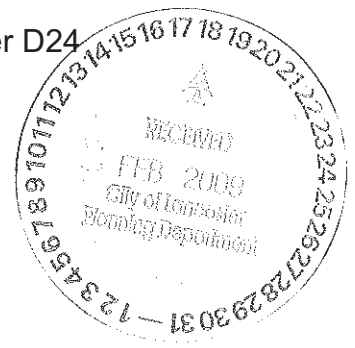
D23-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,



 43445 Cottage Ln
 Lancaster, Ca 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D24-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D24-2

The Draft EIR could have gone a step further to find that:

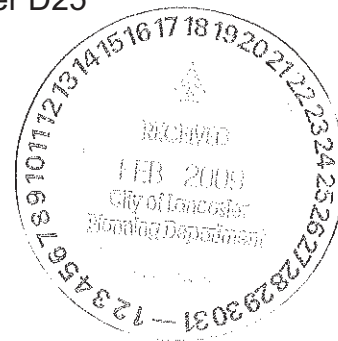
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- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D24-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Shanna McCleary
43511 37th St. W.
Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D25-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D25-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D25-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Johann L. Wilke

43526 Gadsden Ave. Apt. 298

Lancaster, CA

93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D26-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D26-2

The Draft EIR could have gone a step further to find that:

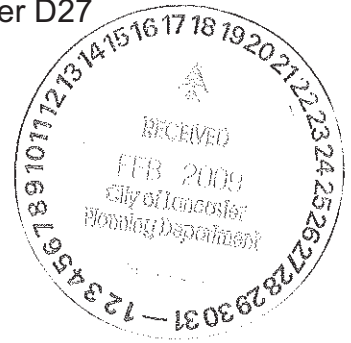
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- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D26-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Theresa Guerrero
44030 25th St W #A2
Lancaster CA 93536



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

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D27-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
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D27-2

The Draft EIR could have gone a step further to find that:

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- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D27-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

[Handwritten Signature]
44126 Kinatree Ave
Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D28-1

The Draft EIR appropriately makes the following findings:

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D28-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D28-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Maria Heimer

44329 Coyote Brush St

LANCASTER, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D29-1

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D29-2


The Draft EIR could have gone a step further to find that:

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D29-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,



 Marcus A. Williams

 44379 Cotate Brush St

 Lancaster, CA 93536



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

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D30-1

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D30-2


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D30-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,



 44901 15th St W

 Lancaster, CA 93534



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

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D31-1

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D31-2

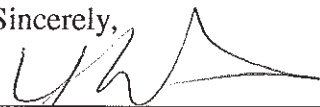
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D31-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,



 45340 Evelyn CA

 Lancaster CA 93524



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D32-1

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D32-2

The Draft EIR could have gone a step further to find that:

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D32-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Deanna Drake

 452135 CORKWOOD

 Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D33-1

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D33-2

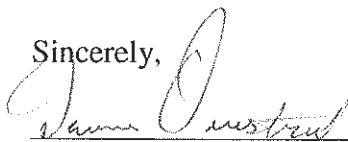
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D33-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,



DEONNA OVERSTREET

45446 17th St. East spc.35

Lancaster, CA 95535



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

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The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D34-1

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D34-2

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D34-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Luz Maria Magana
45516 5TH ST E
LANCASTER - CA 93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D35-1

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D35-2

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D35-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Donna Hill
45725 Trafalgar Dr.
Lancaster, Ca. 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D36-1

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D36-2

The Draft EIR could have gone a step further to find that:

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D36-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

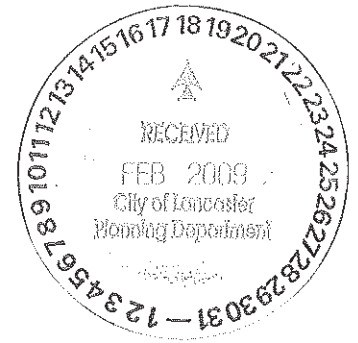
Sincerely,

Sheryl Green

45800 CHALLENGER WAY 50009

LANCASTER, CA 93535

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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D37-1

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D37-2

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D37-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Laura Mitchell

Laura Mitchell

4815 Sude Ct.

Lancaster, CA 93536



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

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Dear Jocelyn:

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D38-1

The Draft EIR appropriately makes the following findings:

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D38-2


The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D38-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,



933 E. Ave Q-4

Palmdale CA, 93556



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

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D39-1

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D39-2

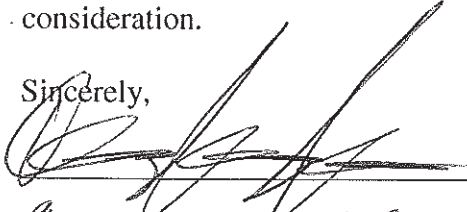
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D39-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

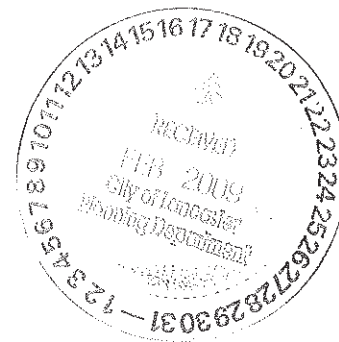
Sincerely,



 9801 SPOC AVE

 LANCASTER, CA

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



Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D40-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D40-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D40-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Chris Haslow

43316 N. 16th St West #23

Lancaster CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D41-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D41-2

The Draft EIR could have gone a step further to find that:

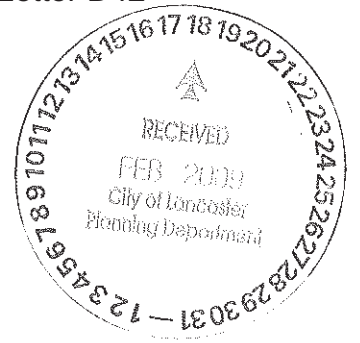
- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D41-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Elodia Alvarado
45519 Corkwood Ave
Lancaster ca
93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D42-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D42-2


The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D42-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,


 Kara E. Jeffries
 44244 23rd St W
 Lancaster 93530



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D43-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D43-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D43-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Kelley Miller

Kelley Miller

6240 West Ave. J-12

Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project’s consistency with the Regional Comprehensive Plan and Guide Policy 3.12: “SCAG shall 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.**”

D44-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D44-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D44-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Marialuna

41444 38th St W.

Lancaster, CA 93536

W. Swain



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D45-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D45-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D45-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Mr Michael MARQUEZ
717 West Ave # 11
Lancaster CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D46-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D46-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D46-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

[Handwritten Signature]

 P.O. Box 661

 93589



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D47-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D47-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

D47-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Vanice Anotchfield

Vanice Anotchfield

43850 Beech Hill

Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Jocelyn:

The Draft EIR is entirely correct in citing this project's consistency with the Regional Comprehensive Plan and Guide Policy 3.12: "SCAG shall 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.**"

D48-1

The Draft EIR appropriately makes the following findings:

- This project site is at the intersection of two major arterials and on an existing bus route, which would encourage the use of transit.
- By creating development close to transit, it would further facilitate access by modes other than the automobile.

D48-2

The Draft EIR could have gone a step further to find that:

- The proposed development is a one-stop shop retail center that will provide a variety of every day shopping needs. This will reduce the need to travel to shopping centers in other parts of the city, thus further reducing the number of auto trips and vehicle miles traveled.
- The proposed development is within walking and biking distance to residential development, thus creating opportunities for residents to walk and bike.

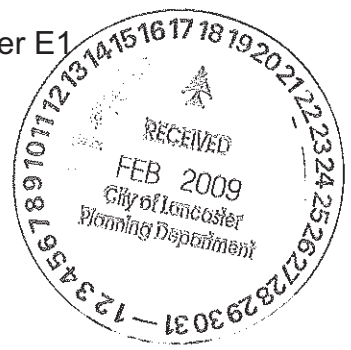
D48-3

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Sincerely,

Veronica Arroyo

Veronica Arroyo
45115 11th St. West
Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E1-1

Regards,

Shallon Danie
1169 W. Jackman St
Lancaster CA 93543



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

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E2-1

Regards,

Steve Wood
12410 Lane Rd.
Lancaster CA
93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

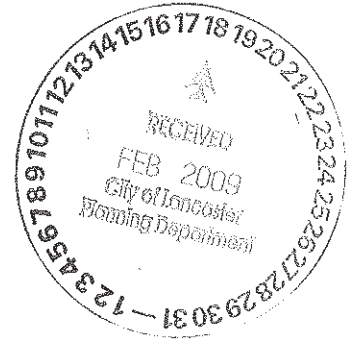
E3-1

Regards,

Cheryl Stone

1301 E. Ave 12 # 140

Lanc. Ca. 93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E4-1

Regards,

Kim Jones (with a smiley face drawn in a circle)

1341 West Kerkland

Lancaster, CA

93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.



E5-1

Regards,

J. J. Carver
1530 W AVE K8
Lancaster
Ca 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E6-1

Regards,

1722 B EAST AVE J4

LANCASTER CA

93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E7-1

Regards,

Tammie Neptune
213 Desert Bruce DR
California City CA
93505



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E8-1

Regards,

Steve Kozell
21601 Hidden Canyon
Tehachapi, Ca
93561



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

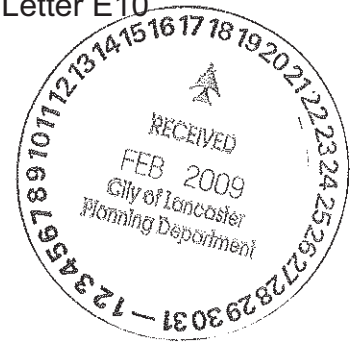
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E9-1

Regards,

Shirley Estevilla #29
231 Wood Ave G
Lancaster, CA



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E10-1

Regards,

25135 West Ave B-8

Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E11-1

Regards,

D.R. Wheeler (D.R. WHEELER)

2738 WEST SECURE PL.

LANCASTER, CA

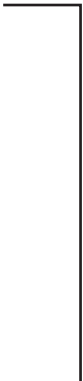


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.



E12-1

Regards,

Robin EVANS
335 E. Ave K-6 #C
Lancaster, CA 93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E13-1

Regards,

3817 Gem Ct

Quartz Hill



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E14-1

Regards,

Jana Price
3827 West Ave J-12
Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E15-1

Regards,

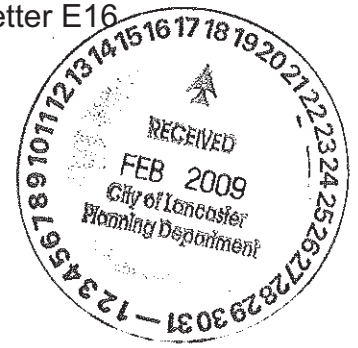
Terri Winters

40701 Rancho Vista Blvd

SpC 253

Palmdale, CA

93551



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E16-1

Regards,

Megan Yost

MEGAN YOST

42005 Thornbush Ave

Q.H. CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E17-1

Regards,

Dranna Lu

42328 Daniel Dr

QH Ca 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.

E18-1

Regards,

Elaine Baykus
42330 Portland Ln
Quartz Hill, CA, 93530



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

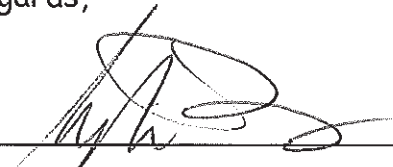
Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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E19-1

Regards,



42435 Butterscotch Lane

Lancaster, CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

I believe that the draft Environmental Impact Report for this project adequately addresses the environmental concerns and that the project should go forward. I am familiar with the area and have often driven through the intersections mentioned along Avenue L, Avenue K, and 60th Street West. The mitigation measures requiring Wal-Mart to contribute its fair share to add lanes and signalization along the 60th Street West and Avenue L corridors are not only fair and adequate, but will result in improved traffic conditions - especially around the high school.



E20-1

Regards,

[Handwritten signature]

43315 N 16th

Lancaster CA 93534

9/3534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

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E21-1

Regards,

43336 16th St. West Apt. 25

Lancaster CA. 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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E22-1

Regards,

Kim Jaughton

43503 17th St. West

Lancaster, Ca. 93534



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

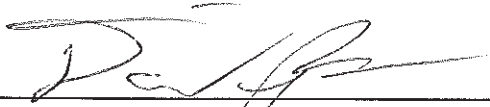
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E23-1

Regards,



43632 Nicole St

Lancaster, CA, 93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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E24-1

Regards,

Den'Nay Walker
Den'Nay Walker
43250 Beech Ave
Lancaster CA, 93534



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

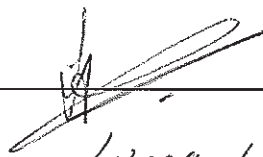
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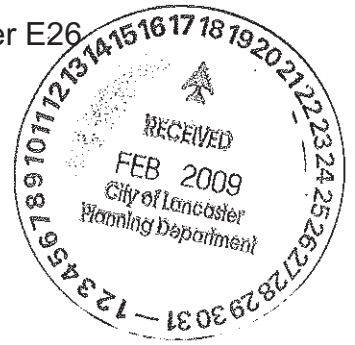
E25-1

Regards,



23929 475 & over

low CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

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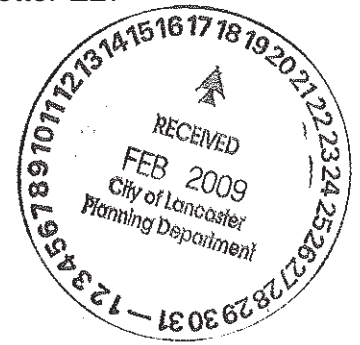
E26-1

Regards,

Handwritten signature

44153 32nd West

Lancaster, CA



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

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E27-1

Regards,

NETTIE BURRILL

44221 Kingtree ^{Ave} #115

Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

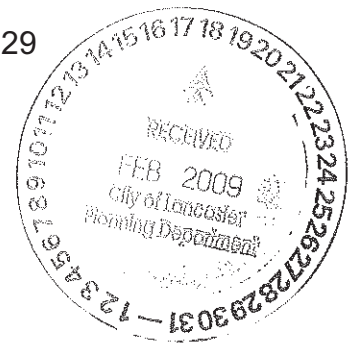
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E28-1

Regards,

Cham Owens
44347 Live!s AVE
LANCASTER 93536
661-974-2327



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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E29-1

Regards,

@ Marieta Escobar
~~44656~~ 44656 Stanridge Ave
Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

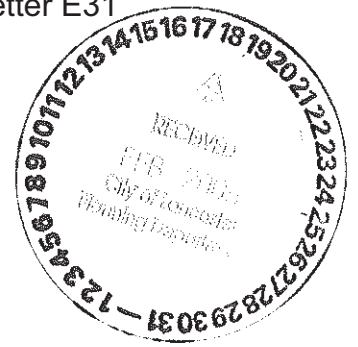
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E30-1

Regards,

Mr. Bob Smith
44842 Spearman Ave
Lancaster, Ca 93534



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

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E31-1

Regards,

Cowhey John

45128 Redwood Ave.

Lancaster, CA 93534



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

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E32-1

Regards,

Jocelyn Swain
45516 LOSTWOOD AVE
LANCASTER CA, 93534



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

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E33-1

Regards,

Suzanne Hillis

4553 W. Lane B1

Lancaster CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

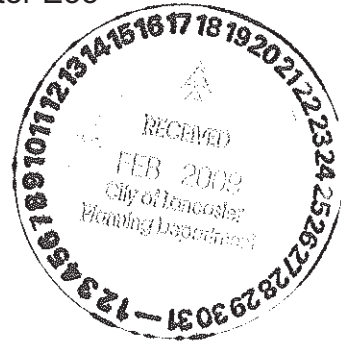
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E34-1

Regards,

45852 Berkshire St.

Lancaster, CA 93534



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

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E35-1

Regards,

Vanetta J. Stringer
4770 West Ave J7
Lancaster, CA 93536



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

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E36-1

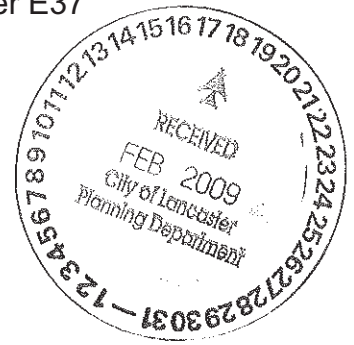
Regards,

Cory Bea

Cory Bea

4762 W Avel-12

Lancaster CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

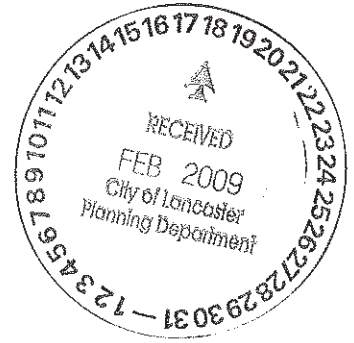
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E37-1

Regards,

Melissa Villanueva
4814 W. Ave. J1
Lancaster CA, 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

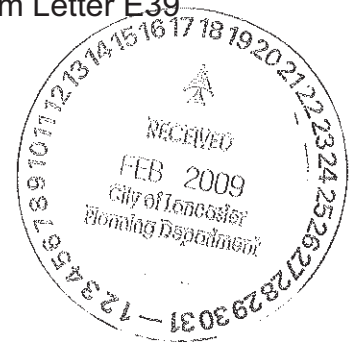
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E38-1

Regards,

Michelle Orlund
4814 WEST AVE J-1
Lancaster CA, 93536



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

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E39-1

Regards,

Angela Syle
53363 Nicole St
Lan CA 93536



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

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E40-1

Regards,

Jessie Jones

5518 W. AVE L-2

Lancaster CA 93536



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

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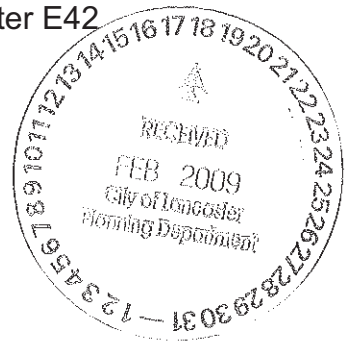
E41-1

Regards,

[Handwritten Signature]

5753 W. Ave N-4

Quartz Hill, CA



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

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E42-1

Regards,

6121 Plaza Ct.

Palmdale Ca. 93552



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

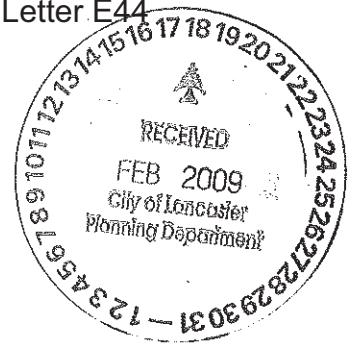
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E43-1

Regards,

Dural Soto
6307 W Ave K
Lancaster, CA 93536



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

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E44-1

Regards,

Marlon Barnes

Co 48 Tina Ct.

Lancaster, Ca. 93535



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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E45-1

Regards,

Cherisse Crosby
6672 Holiday
Rosamond CA 93560

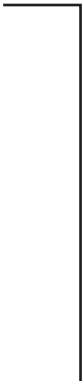


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

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E46-1

Regards,

Debraun Sanford
726 W Kettering St Apt. 10W
Lancaster, CA 93534



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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E47-1

Regards,

Don M. W...
7509 Ridge View Pr.
Lancaster CA 93536

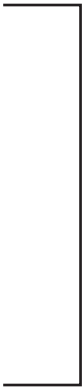


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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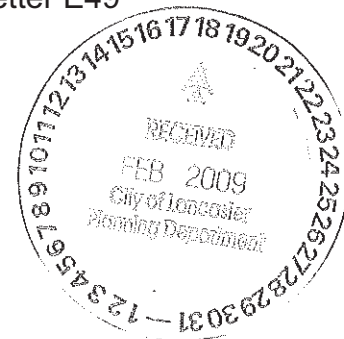
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E48-1

Regards,

Andy Way
7509 Ridgerview Dr.
Lancaster, CA 93536



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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E49-1

Regards,

Patrice Moise
Patrice M. Moise
850 W. Ave H14
Lancaster, CA 93534

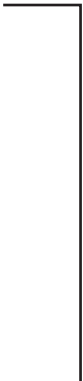


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

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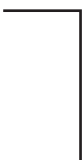


E50-1

Regards,

Karen Sterling
44453 Shadowcrest Drive
Lancaster, CA 93536

I support Wal-Mart whole heartedly!



E50-2



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

Re: Draft Environmental Impact Report for The Commons at Quartz Hill

Dear Ms. Swain:

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E51-1

Regards,

Ed Sterling

44453 SHADOWCREST DRIVE

LANCASTER, CA 93536

I support Wal-Mart whole heartedly!



E51-2

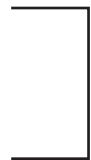


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft EIR for The Commons at Quartz Hill

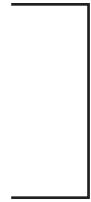
Dear Ms. Swain:

I was extremely pleased to see that the Draft Environmental Report addressed the need for shopper goods in the growing residential area surrounding the project site.



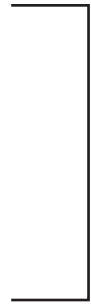
F1-1

I've seen residential development in West Lancaster continue to grow without retail keeping up with the pace. The DEIR says that according to Claritas, Inc., a well-accepted third party data source, by 2012 there will be over 100,000 people living within five miles of the intersection of 60th Street West and Avenue L.



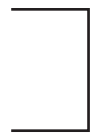
F1-2

The DEIR further states that if the Wal-Mart and Target projects are both built out by 2012, they may create a short term oversupply in retail space, but with the continued population growth, that oversupply should balance out by 2015. This makes sense to me. For years we have had an oversupply of housing with no retail. Now Wal-Mart and Target are just being smart by planning for the future, instead of playing catch-up all the time.



F1-3

I know that residents have had to drive farther than they should for everyday goods, and the DEIR is accurate in its assessment that everyday goods need to be closer to where people live.



F1-4

Best Regards,

Ceo Olsen

1124 STEVENSON AVE

ROSA MOND CALIF.

93560

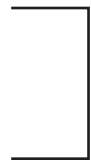
Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



Re: Draft EIR for The Commons at Quartz Hill

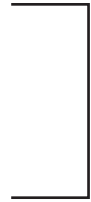
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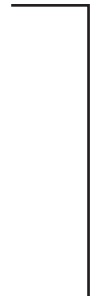
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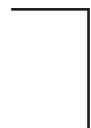
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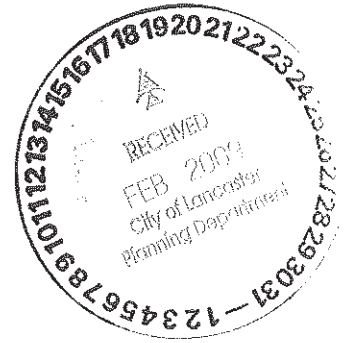
F2-4

Best Regards,

1126 E. Kettering St.

Lancaster CA. 93535

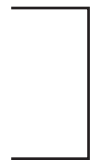
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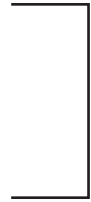
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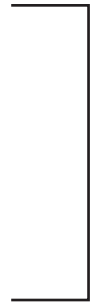
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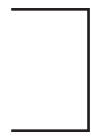
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F3-4

Best Regards,

1126 Norbenny St
Lancaster CA,

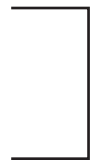


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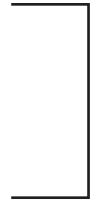
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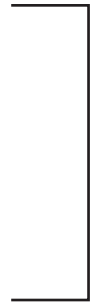
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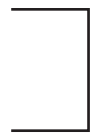
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F4-3

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F4-4

Best Regards,

Zoila Annaldi
1358 Holgoun st
Lancaster CA
93534

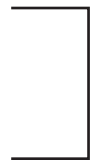


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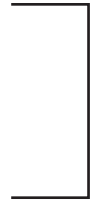
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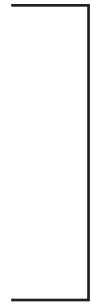
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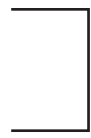
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F5-4

Best Regards,

Cyrus Goodwin

1752 E. Ave. J #309

Lancaster Ca 93535

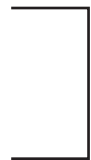


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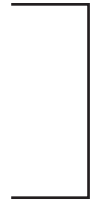
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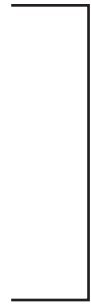
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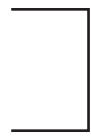
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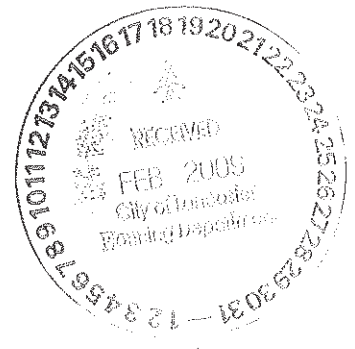
F6-4

Best Regards,

Namico Acosta

2015 W Ave 59

Lancaster CA 93536

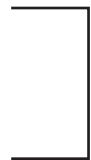


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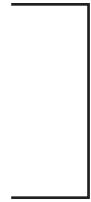
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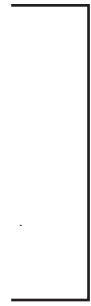
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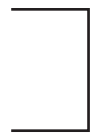
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LAUNICE CUMMINGS
2101 E GREENTREE ST
LANC, CA 93535

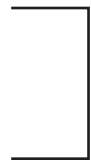


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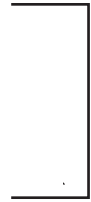
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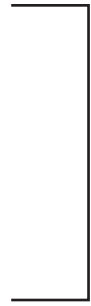
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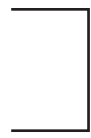
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F8-4

Best Regards,

Barbara A. Harman

*2720 Secure Pl
Lancaster, CA 93536*



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Planning Department
44933 Fern Avenue
Lancaster, CA 93534

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Carol Haney

2761 W. Ave J-4
Lancaster, CA 93534

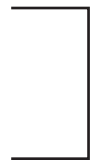


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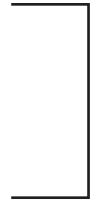
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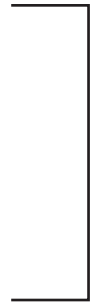
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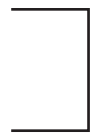
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F10-4

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Erilva Opellana

2845 W. Pillsbury St

Lancaster CA 93536

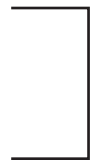


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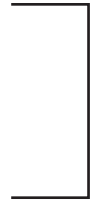
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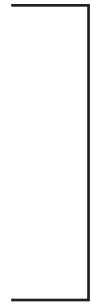
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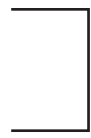
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F11-3

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F11-4

Best Regards,

Lashandra Chavez
3135 W. Ave K-4 Apt 201
Lancaster CA, 93536

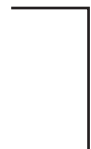


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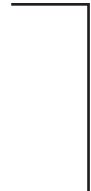
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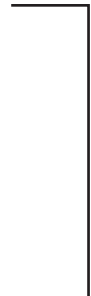
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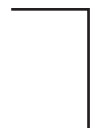
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F12-4

Best Regards,

T. Swain

3143 w Kildare St

Lancaster CA 93536

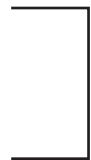


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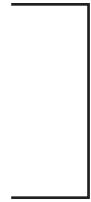
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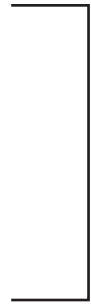
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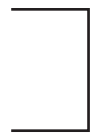
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Best Regards,

3340 W. Ave. J-4 #27

Lancaster Ca. 93536

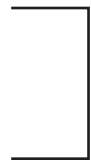


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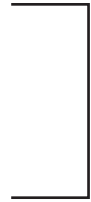
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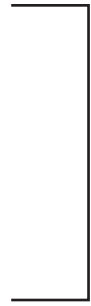
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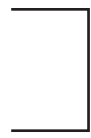
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F14-3

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F14-4

Best Regards,

Lataou Khoub
38308 Divisadero St
Palm Dale CA 93550
APT 7

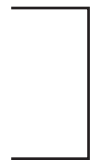


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

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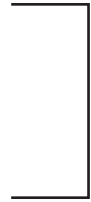
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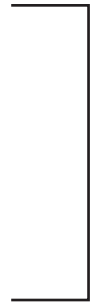
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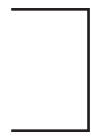
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F15-4

Best Regards,

Amelina Gonzales
3833 E. AVE R-12
Palmdale ca 93556

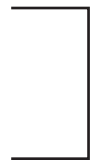
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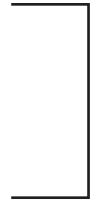
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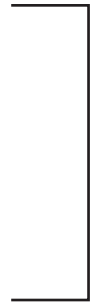
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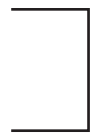
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F16-3

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F16-4

Best Regards,

Michael Cusc

38457 4th st e

Palmdale C.A 93550

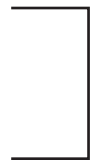
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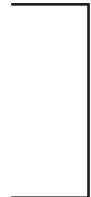
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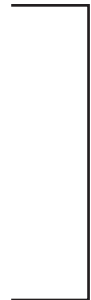
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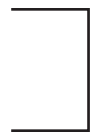
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F17-3

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F17-4

Best Regards,

Annette Vasquez

4034 Via Constance
Lancaster CA 93534

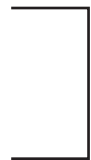


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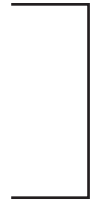
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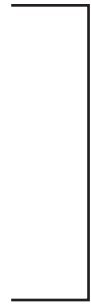
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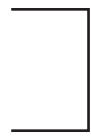
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F18-4

Best Regards,

Josie Garcia
429 E. Lingard St.
Lancaster, Ca. 93535

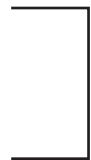


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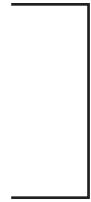
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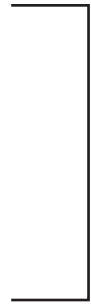
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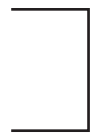
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F19-4

Best Regards,

Orucilla Boyle
42970 Cherbourg
Lancaster Ca 93536

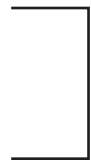


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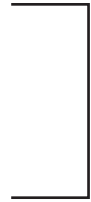
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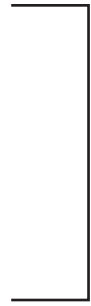
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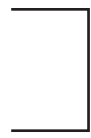
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F20-4

Best Regards,

Susan Luyford
43021 Sachs
Lancaster, Ca 93536

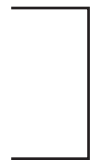


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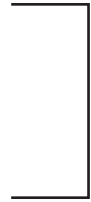
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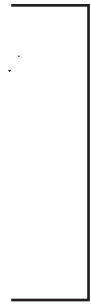
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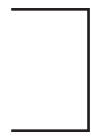
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Best Regards,

James Rhine

43325 Gadsden #639

Lancaster, CA 93534

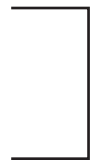


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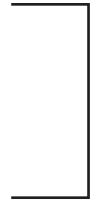
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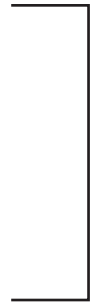
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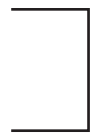
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F22-3

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F22-4

Best Regards,

Jessica Castello

TERMINATION

43540 Kirkland Av

Lancaster CA 93535



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City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

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F23-4

Best Regards,

Valma Barnett

*43707 Challenger Way #5
LANCASTER, CA 93535*

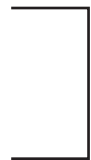
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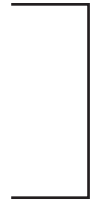
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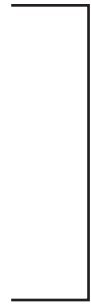
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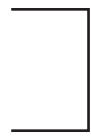
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F24-3

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F24-4

Best Regards,

Bonnie A. Buckner

43738 Beech Ave.

Lancaster, CA 93534

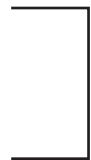


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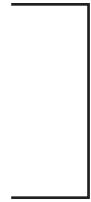
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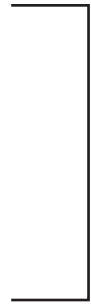
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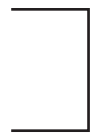
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F25-4

Best Regards,

Hector A. Angulo
44020 Quarter St.
Lancaster, C.A. 93536

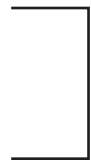
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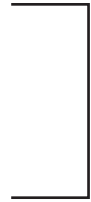
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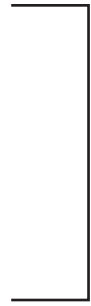
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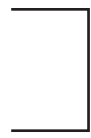
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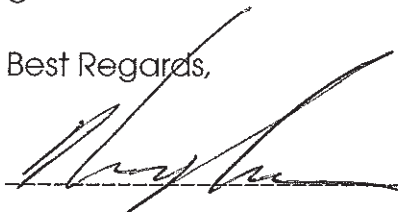
F26-3

I know that residents have had to drive farther than they should for everyday goods, and the DEIR is accurate in its assessment that everyday goods need to be closer to where people live.



F26-4

Best Regards,



44240 20th St. E. #2

LANCASTER, CA 93535

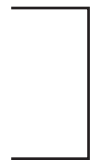
Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



Re: Draft EIR for The Commons at Quartz Hill

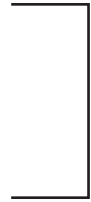
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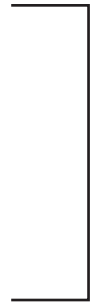
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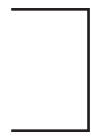
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F27-3

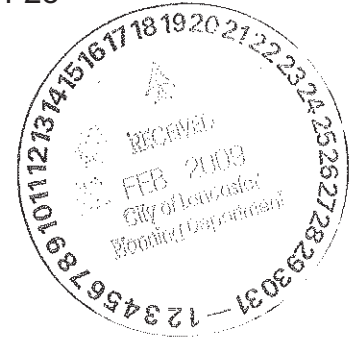
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F27-4

Best Regards,

Ocean Britt
44251 Watsford Ave
Lancaster, CA
93535

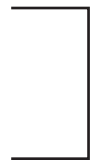


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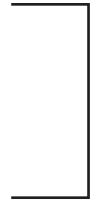
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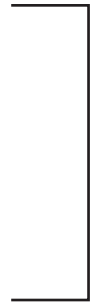
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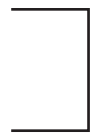
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F28-3

I know that residents have had to drive farther than they should for everyday goods, and the DEIR is accurate in its assessment that everyday goods need to be closer to where people live.



F28-4

Best Regards,

Stella Cole

44302 33rd St W
Lancaster Calif
93536

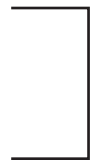


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Planning Department
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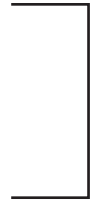
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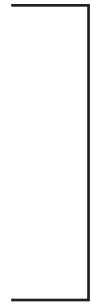
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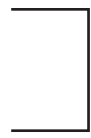
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F29-3

I know that residents have had to drive farther than they should for everyday goods, and the DEIR is accurate in its assessment that everyday goods need to be closer to where people live.



F29-4

Best Regards,

Barbara A. Kyle

44521 Brenna Vista Way

Lancaster, Ca. 93536

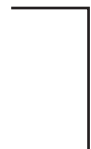


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft EIR for The Commons at Quartz Hill

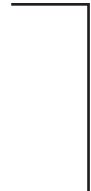
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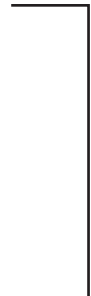
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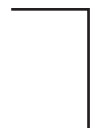
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F30-3

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F30-4

Best Regards,

Ernest Nelson
44703 Painted Desert Ct
Lancaster Ca 93536

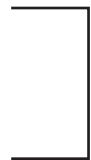


Ms. Jocelyn Swain
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Planning Department
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Lancaster, CA 93534

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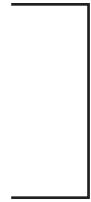
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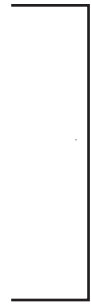
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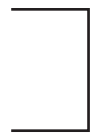
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F31-3

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F31-4

Best Regards,

Sonia Herrera
44706 Quella Ave
Lancaster CA 93534

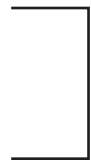
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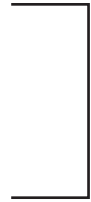
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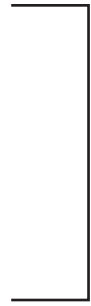
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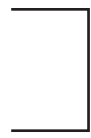
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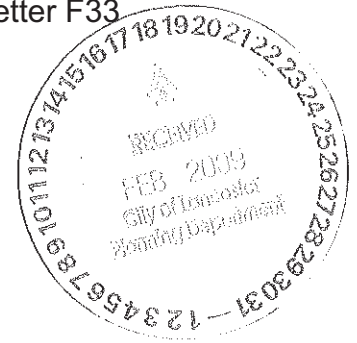


F32-4

Best Regards,

Veronica Kemp

44744 20th St. West
Lancaster, CA 93534
Veronica Kemp

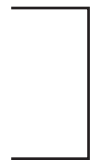


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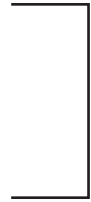
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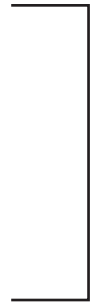
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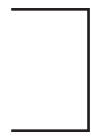
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F33-4

Best Regards,

MICHELLE BELLOTTI

44757 RANCHWOOD AVE

LANCASTER CA 93536

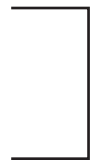


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Lancaster, CA 93534

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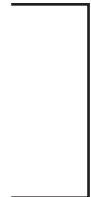
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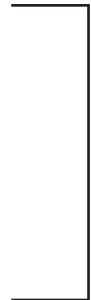
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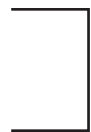
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F34-4

Best Regards,

Tawana Wall

45027 Redwood Ave Apt 101

Lancaster CA 93534

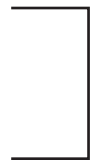
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City of Lancaster
Planning Department
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Lancaster, CA 93534



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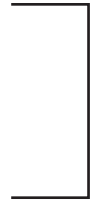
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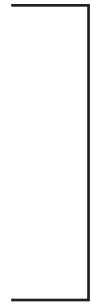
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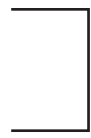
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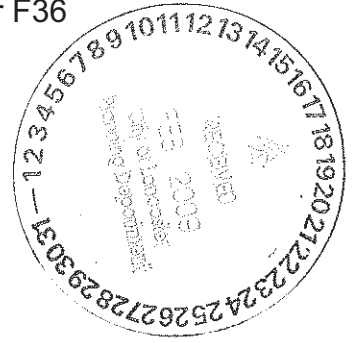
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F35-4

Best Regards,

M. Marie Wilby
45044 E 28th St
Lanc
93535

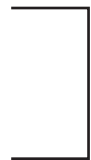


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draff EIR for The Commons at Quartz Hill

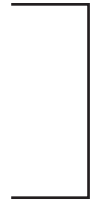
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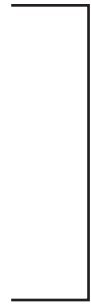
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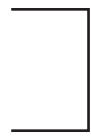
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F36-3

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F36-4

Best Regards,

45246 Kingtree Ave
Lancaster, CA 93534

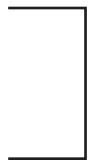


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City of Lancaster
Planning Department
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Lancaster, CA 93534

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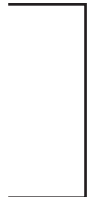
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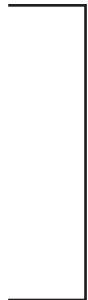
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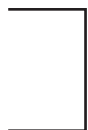
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F37-3

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F37-4

Best Regards,

Jessica Martinez
45310 Rodin Ave
Lancaster CA, 93555

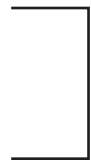
Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



Re: Draft EIR for The Commons at Quartz Hill

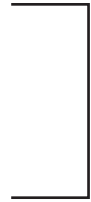
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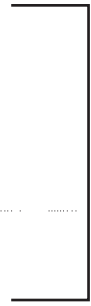
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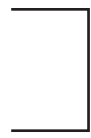
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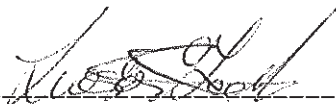
F38-3

I know that residents have had to drive farther than they should for everyday goods, and the DEIR is accurate in its assessment that everyday goods need to be closer to where people live.



F38-4

Best Regards,



45534 Rockin Ave
Lancaster, CA 93535

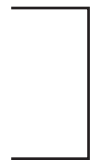
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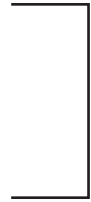
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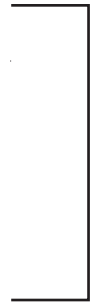
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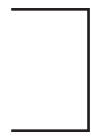
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F39-3

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F39-4

Best Regards,

Wilbert Jones

45800 Challenger Way

Lancaster CA

93535

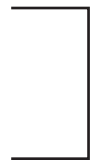
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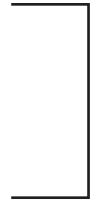
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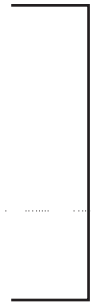
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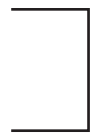
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F40-3

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F40-4

Best Regards,

4653 SPIKE ST

LANCASTER CA 93536

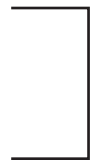
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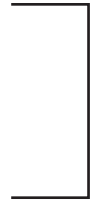
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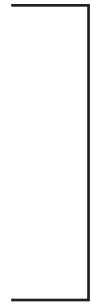
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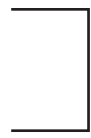
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F41-3

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F41-4

Best Regards,

Kathy Hopkins
4784 W Ave J16
Lancaster, CA 93536

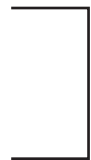
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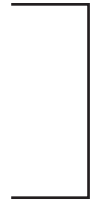
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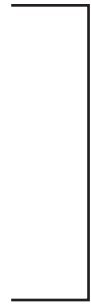
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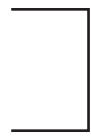
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F42-3

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F42-4

Best Regards,

BERT OLSEN

218303 20TH ST W
93534

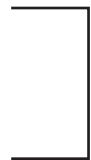
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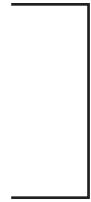
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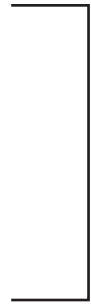
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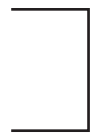
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F43-3

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F43-4

Best Regards,

5220 W. AV. L-8.

Lancaster QH

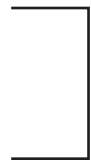


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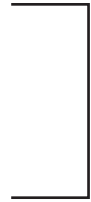
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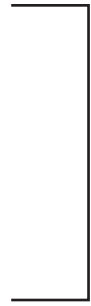
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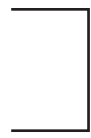
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F44-3

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F44-4

Best Regards,

Juniper Mead
511 Columbia Way #233
Lancaster, Ca 93536
Juniper Mead

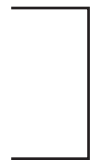


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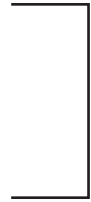
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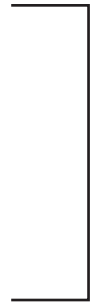
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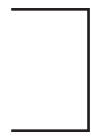
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F45-3

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F45-4

Best Regards,

Janoi Dorsey

606 W Ave H. 12

Lancaster CA 93534

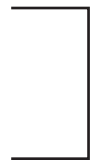


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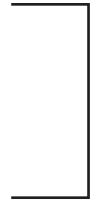
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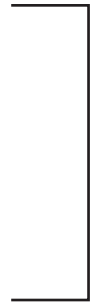
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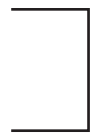
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F46-3

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F46-4

Best Regards,

Lina Marquez

217 West Ave H-11

Lancaster CA 93534

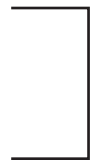


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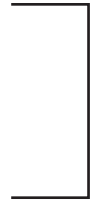
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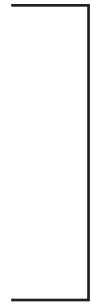
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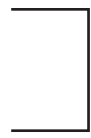
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F47-3

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F47-4

Best Regards,

Linda Adams

753 E. Ave K-8

Lancaster, CA 93534

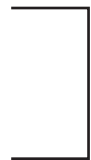


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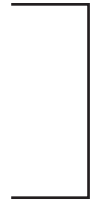
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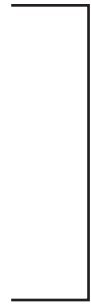
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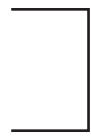
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F48-3

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F48-4

Best Regards,

Michelle Penn
Lancaster 93534

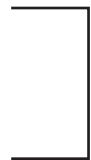


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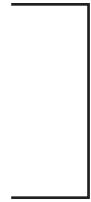
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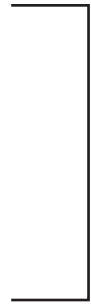
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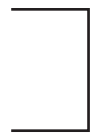
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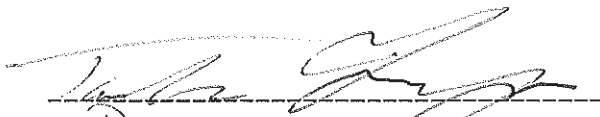
F49-3

I know that residents have had to drive farther than they should for everyday goods, and the DEIR is accurate in its assessment that everyday goods need to be closer to where people live.



F49-4

Best Regards,



Palmdale

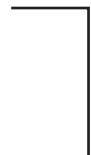


Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

Re: Draft EIR for The Commons at Quartz Hill

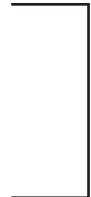
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I was extremely pleased to see that the Draft Environmental Report addressed the need for shopper goods in the growing residential area surrounding the project site.



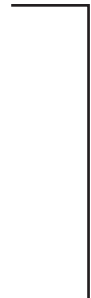
F50-1

I've seen residential development in West Lancaster continue to grow without retail keeping up with the pace. The DEIR says that according to Claritas, Inc., a well-accepted third party data source, by 2012 there will be over 100,000 people living within five miles of the intersection of 60th Street West and Avenue L.



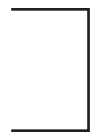
F50-2

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F50-3

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F50-4

Best Regards,

Bobbie Jo Kulisch
43416 16th St W #13
Lancaster CA 93534
I support WALMART



F50-5

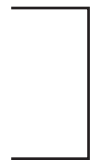
Ms. Jocelyn Swain
City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



Re: Draft EIR for The Commons at Quartz Hill

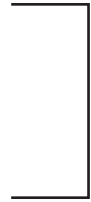
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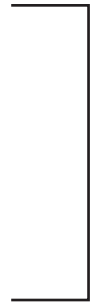
F51-1

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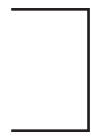
F51-2

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F51-3

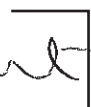
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F51-4

Best Regards,

I support walmart



F51-5

Beverly Chadam

P.O. Box 1629

24 HACHAPI CA

93581

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



Re: Draft EIR for The Commons at Quartz Hill

Dear Ms. Swain:

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

1008 W AV J-2

LANC CA 93534

G1-1



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

Re: Draft EIR for The Commons at Quartz Hill

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Wanda Lee Dunn

1022 WH-b

LANCASTER 93534

G2-1

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



Re: Draft EIR for The Commons at Quartz Hill

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Sincerely,

Jende Bludsoe

1102 W. AVE J-14

LANCASTER, CA 93534

G3-1



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

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

CHRISTAL JONES

1111 LINGARIST.

LANC, CA 93535

G4-1

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



Re: Draft EIR for The Commons at Quartz Hill

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Sincerely,

Johi Datta

6002 W. Ave H-12

Lancaster, CA 93534

G5-1

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



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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Donna Morales

1133 W. ave H-11

Lancaster ca. 935-34.

G6-1

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



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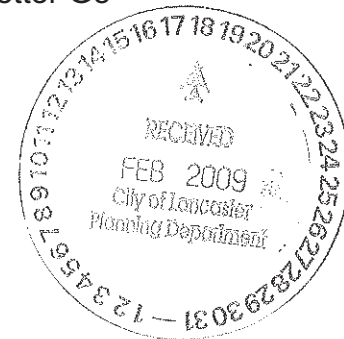
Sincerely,

Kelly Martin

44328 Albeck St

Lancaster, CA

G7-1



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

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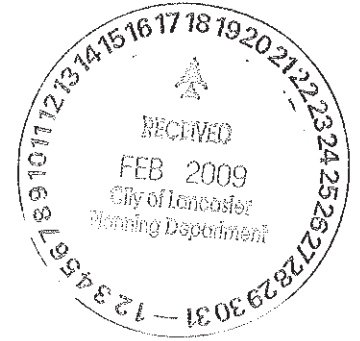
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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Macy Morales
1203 W. ave H-12
Lancaster ca. 93534

G8-1



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

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Sincerely,

1756 W. Ave. J12 #202

Lancaster Ca. 93534

G9-1



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

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Pete London

1322 W AVE H-15

Lancaster

G10-1

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



Re: Draft EIR for The Commons at Quartz Hill

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Nicholas G. Bus

44533 SHADOWCREST DR.

LANCASTER, CA 93534

G11-1

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



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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Jane Barino

43534 18th WEST

Lancaster CA,

G12-1



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



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Sincerely,



1532 W. Ave H-10

Lancaster Ca, 93534

G13-1



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

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

D. Hunter

1535 W. AVE H-11

LANCASTER, CA 93534

G14-1

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



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Sincerely,

MICHAEL J. HINES

1601 REGENTS ST

LANCASTER, CA 93534

G15-1



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

Re: Draft EIR for The Commons at Quartz Hill

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Sincerely,

Lynn M. Willadsen

1622 W. Ave L-12

Lancaster, CA 93534

G16-1

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



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Sincerely,

Kelly Martin

44328 Albeck St

Lancaster, CA

G17-1

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



Re: Draft EIR for The Commons at Quartz Hill

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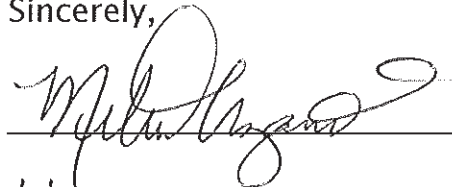
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Sincerely,



Melissa Manzano

G18-1

5721 BATRIS LN QUARTZ HILL CA 93536

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



Re: Draft EIR for The Commons at Quartz Hill

Dear Ms. Swain:

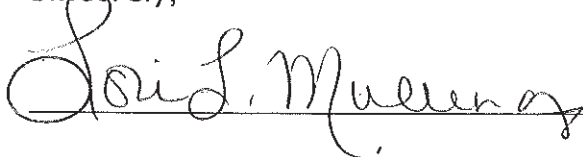
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Sincerely,



Lori L. Mullings

44502 Elm Ave

Lancaster Ca 93534

G19-1

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



Re: Draft EIR for The Commons at Quartz Hill

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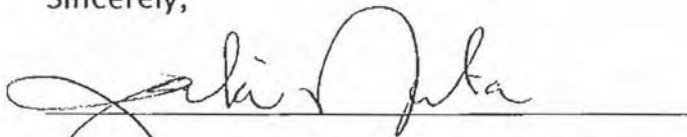
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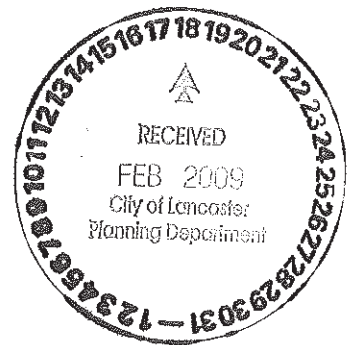
6002 W. Ave H-12

Lancaster, CA 93534



G20-1

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



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Sincerely,

Tonita Marshall

44321 21st St. West

Lancaster CA 93534

G21-1

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



Re: Draft EIR for The Commons at Quartz Hill

Dear Ms. Swain:

After reviewing the Draft Environmental Impact Report (DEIR), I was pleased to see that the DEIR addressed the positive impact that this project will have on the local job market.

The DEIR states, "the proposed project, would provide full and part time employment for approximately 927 persons." I have shopped at the Supercenter in Palmdale and have seen a lot of people working there - not only at the Supercenter itself (which has teams of people working 24 hours a day), but also at the restaurants and businesses surrounding it.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

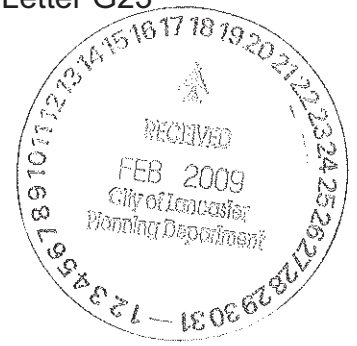
Sincerely,

Nicholas J. Bus

44533 SHADOWCREST DR.

LANCASTER, CA 93536

G22-1



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

Re: Draft EIR for The Commons at Quartz Hill

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

G23-1

Lucille Davis

1815 Louise Ave
Lancaster, CA 93534



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

Re: Draft EIR for The Commons at Quartz Hill

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Sincerely,

Joel C Potts

JOEL C. POTTS

2015 VALIANT ST

G24-1



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

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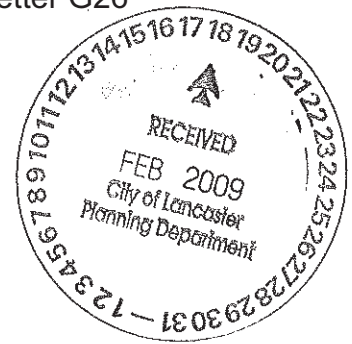
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Sincerely,

2070 W. Krystol Ave
Lancaster CA 93534

G25-1



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

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Corrin De Leo

2057 Astor Ct

Lancaster, Ca 93534

G26-1

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



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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Pandra Moreno
2109 W. Ave K-13
Lancaster CA 93536

G27-1

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



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Sincerely,

Mauro M Moreno

2111 Sunswep Circle

Lancaster CA 93534

G28-1



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

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Richard Frisch

231 W Ave G #19

G29-1



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

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Richard Stebbins

2719 W. AVE L-4

LANCASTER CA 92536

G30-1



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

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Dear Ms. Swain:

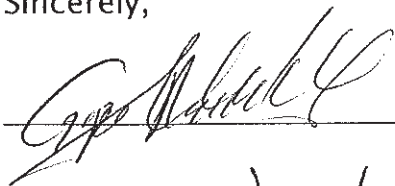
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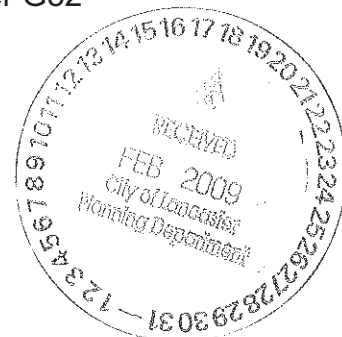


1147 W Jackson St

Juan Delgado

1147 Jackson St

G31-1



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

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Sincerely,

John Gomez
2933 W Ave 62
Lancaster, CA
93536

G32-1

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



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Sincerely,

3534 W Ave K-12

Quartz Hill CA 93534

G33-1

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



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Sincerely,

Pat Villegas

3632 West Ave K14

Lancaster CA 93534

G34-1



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

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Sincerely,

Vickie Hawk

3731 W. Ave. 512

Lancaster, CA 93536

G35-1

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



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Dear Ms. Swain:

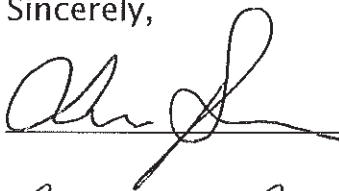
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Sincerely,



37457 Conifer Rd

Palmdale Ca

93531

G36-1



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

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Sincerely,

Teresa Alexander

Teresa Alexander

38308 Division St apt 7

Palmdale CA 93550

G37-1

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



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Sincerely,

4004 VIA REBECCA LANCASTER CA. 93536

G38-1

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



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Sincerely,

Delia Rodriguez

402 Langhorn St

Lancaster, Ca. 93535

G39-1



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

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Sincerely,

JEFF YOST

42005 THORN BUSH AVE

QUARTZ HILL CA 93536

Jeff Yost

G40-1

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



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Sincerely,

Art Hernandez

43049 37 W L

LANCASTER 93536

G41-1

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



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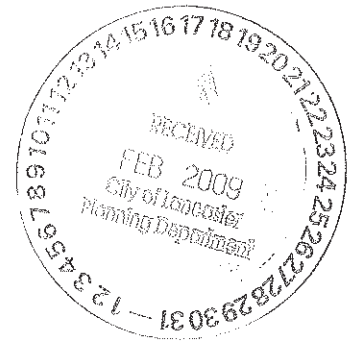
Mary Hults

43112 41st St W

Lancaster, CA 93536

G42-1

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



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Sincerely,

Juliana Page

43159 7th St. East

Lancaster Ca. 93535

G43-1



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

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Tony Rogess

43209 16th st W

Lancaster, Ca. 93534

G44-1

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



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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Jerole A. Herlem

4336 Nth 16th St 4 apt #23

Lancaster CA 93534

G45-1



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

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Sincerely,

Crystal Emar

1627 W. Ave K-10

Lancaster 93534

G46-1



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

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Sincerely,

Dwight F. McLaughlin

43442 FEW ST

LANCASTER CA

93534

G47-1



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

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Sincerely,

Melissa Murphy

43446 5th St. East

Lancaster C.A. 93538

G48-1



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

Re: Draft EIR for The Commons at Quartz Hill

Dear Ms. Swain:

After reviewing the Draft Environmental Impact Report (DEIR), I was pleased to see that the DEIR addressed the positive impact that this project will have on the local job market.

The DEIR states, "the proposed project, would provide full and part time employment for approximately 927 persons." I have shopped at the Supercenter in Palmdale and have seen a lot of people working there - not only at the Supercenter itself (which has teams of people working 24 hours a day), but also at the restaurants and businesses surrounding it.

From what I have seen, it seems like the DEIR is fairly accurate in estimating that this project will bring 927 new jobs to Lancaster. Especially, when one takes into account the jobs created by vendors, window cleaners, street sweepers, security officers, etc.

Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Emryn Tam

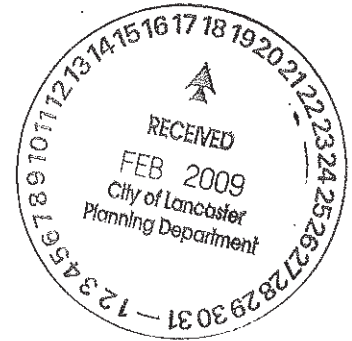
Emryn

43450 Rockwell Ave #144

Lancaster, CA 93534

G49-1

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



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Thanks for all of your hard work on this project. You are doing a great job for the City!

Sincerely,

Farah O. DePal

43469 30th St W Unit 4

Lancaster, CA 93536

G50-1



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

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Sincerely,

Cassandra Daily

43526 gadsden Ave

Apt 298 Lancaster 93535

G51-1

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



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Sincerely,

Jane Branno

43534 18th WEST

Lancaster CA,



G52-1

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



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Sincerely,

Erica Gutierrez

4546 S 25th St #131

Lancaster, CA 93535

G53-1



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City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534

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Sincerely,

L. Gladys Winitzky
1844 W Lancaster Blvd
Lancaster CA 93534

I Support Wal-Mart

G54-1

G54-2



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

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Sincerely,

1744 W. Imperial St

Lancaster, CA 93534

I Support Wal-Mart

G55-1

G55-2

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City of Lancaster
Planning Department
44933 Fern Avenue
Lancaster, CA 93534



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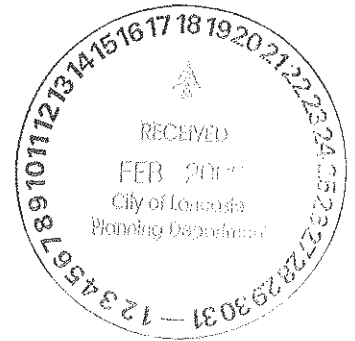
Mary P.S

1339 W. Ave-I

Lancaster CA 93534

G56-1

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



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Sincerely,

Nemessa Madleigh

2842 West Ave. K-8

#10 Lancaster CA 93536

G57-1

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



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Sincerely,

Margaret Meyer

16470 E AVE G LANCASTER CA, 93535

G58-1

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



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Sincerely,

Taylor Jones 43534 N. Fairbanks Ave. Lancaster 93534

G59-1